

CYCLE

NEWS

VOLUME III NUMBER 39

15¢

"America's only weekly newspaper covering the motorcycle sport"

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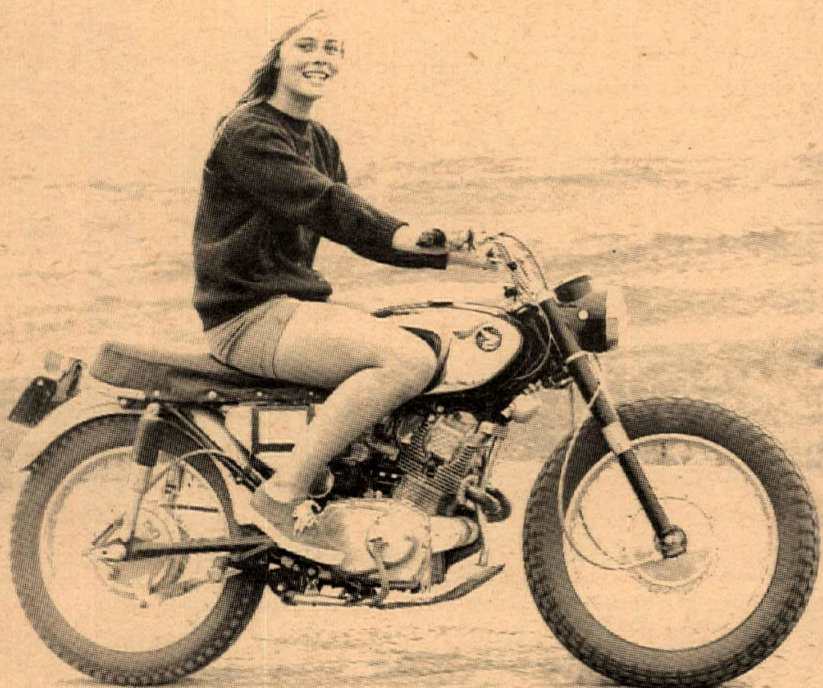
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ENSENADA BECKONS ROAD RIDERS & G.P. SCRAMBLERS- THIS WEEKEND

What are you doing this weekend? Chances are that you will join us and several thousand other motorcycle lovers in Ensenada Baja California for a double day of racing and road riding fun.

Cycle News, The Ace of Clubs M.C., the Ensenada Motorcycle Club and the Mexico Dept. of Tourism have been working together for weeks to make sure you'll have a ball south of the border this weekend.

The Ace of Clubs and your newspaper are jointly operating the Poker Run that starts Saturday Morning at Tijuana and guides you safely down the 65 miles to Ensenada. Checkpoint #3 is located at Raul's restaurant on the Tijuana-Ensenada road. We recommend anything on Raul's menu for lunch.

On Saturday and Sunday there will be Grand Prix Scrambles racing a la Catalina, on a pavement and dirt course just south of Ensenada. The Ensenada M.C. will conduct the competition, aided by the Ace of Clubs.

Both Poker Run and Races will accept post entries in you haven't sent in your entry already.

On Saturday afternoon at 3 p.m. judging contests for the road ride participants will begin. Dazzling cycles and their riders will line up in front of City Hall for the judging. There will be unique brass trophies for Stock & Custom, Men and Ladies over and under 1,000cc in addition to 14 Poker Hand trophies, a Sweepstakes award, and trophies for the youngest entered rider and the rider who came the farthest distance. Thirty-six trophies in all for the Tour alone.

PRECISION RIDING BY ACE OF CLUBS

Sunday morning at 10 a.m. the riders will line up at City Hall for a magnificent parade through town, led by the Ace of Clubs and the Ensenada Police Color Guard. The parade will end at the Grand Prix course where trophies will be awarded to the road riders, climaxed by a demonstration of precision riding put on by the Ace of Clubs Riding Team.

Tourists are advised to fill gas tanks before crossing the border as Mexican gasoline is of low octane. Free campgrounds are provided, but reservations for hotels or motels should be made in advance by telephoning Viajes Monford, 8-3216 in Ensenada. That is also the number to call to arrange car insurance while in Mexico.

Motorcycle Insurance can be purchased at the border on Saturday morning from Maytorena Insurance Co. for \$3.07 for three days.

CALENDAR OF EVENTS

FRIDAY, OCT. 7th

CLASS C 1/2 MILE FLAT RACE — weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

CLASS C TT STEEPLECHASE — Hayward Speedway, Hayward, Cal.

INDOOR SPORTSMAN SHORT TRACK — Everett M.C. at Gold Creek Park, Southeast of Woodinville, Wash., on Redmond Rd. Every Saturday night through March except Dec. 24 & 31. Everett M.C., 726 112th St. S.W. Everett, Wash. 98202.

SATURDAY, OCTOBER 8th

INTERNATIONAL TT-SCRAMBLES — 7th Annual Ensenada Grand Prix at Ensenada, Baja Calif. Promoted by Mexico Dept. of Tourism and Ensenada M.C. Races begin Saturday am, from 100cc thru 350cc on Saturday, plus Powder Puff (maximum 100cc). Current sportsman card required for Novice.

POKER RUN — 60 miles of delightful pavement from the California border to Ensenada, Baja Calif. First check and sign up at Mexico side of International Border at Tijuana, B. C. Entry fee \$2. Pick up three more cards en route, fifth card at finish in Ensenada. Trophies for highest poker hands and lo-ball. Distinctive pin for all entries. After parade through town on Sunday, trophies will be awarded. All poker run entries will be admitted to the Ensenada Grand Prix Motorcycle Races free. Sponsored by Mexico Dept. of Tourism, Ensenada M.C. and Cycle News. Officials: The Ace of Clubs M.C. of Southern California.

CLASS C 1 MILE FLAT TRACK — Altamont Speedway, 17001 Midway Rd., Livermore, Calif. 94550.

15th ANNUAL MEMORIAL CHECK CHASE — "HAIRY HOUND" by Checkers M.C. Lined from Red Rock Canyon, Entry fee \$3.00. Starts at 10 am. Six scoots make a scene!

NITE TOURIST TROPHY RACE — AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

BENEFIT DANCE — for injured riders Rick Vetter and Joe Schmidt at the Richmond Ramblers Clubhouse at Pt. Richmond, Calif. Prizes include '66 Yamaha, Bell helmet & case, Bates solo seat, two \$25 orders, \$20. cash and a car carrier. Donations \$1.00 (need not be present to win.)

SUNDAY, OCT. 9th

POKER RUN — Golden Bears M.C. at Manteca.

SCRAMBLES — Richmond Ramblers M.C. at Richmond.

CLASS C TT STEEPLECHASE — Altamont Speedway, P.O. Box 1042, Livermore, Calif. 94550.

8-HOUR ENDURO SCRAMBLES — by Raven's M.C., for info, contact Raven's, P.O. Box 2231, Renton, Washington.

SCRAMBLES — by Shelton Trail Blazers M.C. at Shelton. For info, P.O. Box 531, Shelton, Wash.

TT SCRAMBLES — Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10:00 am, Race at Noon.

WILBUR CEDAR COMMEMORATIVE SHOP HOP & TROUT FRY — lined from Cabazon, on Hiway 60 a total distance of 50 miles East of Riverside, Calif. Tickets at Skip Fordyce store in Riverside \$1.50 'till closing date Oct 2nd, Post entries, \$2.00. Motorcycles must be ridden to the event. Door prizes. Trout fry will all the trimmings.

SCRAMBLES — by Los Gatos M.C. for Men only, no womens class. You must have folding foot pegs and three number plates and all AMA safety regulations. AMA sanctioned. Sign up opens 8:30 am, and closes 11:00 am. Practice 9 to 11 am. Class "C" tires. Refreshments and lots of good trophies. Held at Fremont Drag Strip just off Durham Road, Fremont, Calif.

TT SCRAMBLES — by Taft M.C. at Taft. AMA sanct. Practice 9 am, Sign up closes 10:30, race at 11 am. Man mile trophy and others given at race. Food & refreshments available. 1/4 mile West of Maricopa. Dist. 36A Rules.

ENSENADA GRAND PRIX — International TT-Scrambles brings on the big bores with classes for 500cc through Open. Fifth race of the day will be 3-lap sweepstakes for all class winners (1st & 2nd place). If two or more sidehacks enter, they will be the first race on Sunday.

TT SCRAMBLES — by Perris Valley M.C. and American Legion Post #595 at Perris, Calif. Trophies from last race awarded. No engines before 8am. All Ltwt. 9-12:00, Hwy. wt. Am. & Exp. 12-2pm, All Nov. EXCEPT 250, 2pm 'till 7 Reg. # plates req. no subs. 6 entries make a class. Point run. Nov., Am. & Exp. cards must be shown.

AMA CLASS "C" TT — at the new San Gabriel Valley Raceway, 2 miles N. of the San Bernardino Freeway on Rivergrade Road (#605) in the city of Irwindale. Gates open at 6:30, qualifying at 7:30, racing starts at 8:15. Nov., Am., Exp.

MONDAY, OCTOBER 10th

DIST. #36 REFEREE'S MEETING — to be held at the Hayward M.C. Clubrooms, 3792 Depot Rd., Hayward, Calif. 8pm. New 1967 Rule Book will be finalized at this meeting! Bring your suggestions. Attend!

WEDNESDAY, OCT. 12th

ACA SHORT TRACK — Orange County Speedway. Pit gates open 6:00 p.m., racing starts 6:00 p.m. 50, 100 & 250cc professional events. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, OCT. 13th

ACA SHORT TRACK — South Gate Speedway. Pit gates open 6:00 pm, racing starts 8:00 p.m. 50, 100 & 250cc professional events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 14th

CLASS C 1/2 MILE FLAT TRACK — Weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, OCTOBER 15th

NITE TOURIST TROPHY RACE — AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

ENSENADA !

CLASS C 1/2 MILE FLAT TRACK — Altamont Speedway, P.O. Box 1042, Livermore, Calif.

SUNDAY, OCTOBER 16th

TT SCRAMBLES — by Hayward M.C. at Hayward, California.

POKER RUN — by Masterlinks M.C. at Hanford, California.

SCRAMBLES — by Sprockets M.C. at Bakersfield, California.

ACA SHORT TRACK — at Ventura Fairgrounds. Pit gates open at 10 am, practice Noon. First race at 1 p.m.

SPORTSMAN SCRAMBLES — by Fort Sutter M.C., AMA sanct. at Helvetia Park, Sacramento, Calif. (6 mi. W. of Sacto on Hiway #16) Sign up 9-11am, race at Noon. Rain or shine.

STATE CHAMPIONSHIP HARE SCRAMBLES — by Buzzards M.C. lined from Kramer Junction "Four Corners". Start at 10am rain or shine. Point Run. Entry \$4.00. Lots of trophies.

POKER RUN — by California Eagle's M.C. Scenic tour of less than 100 miles. No freeway riding — any size invited. Start 8-9:30 am. Norm Reeves 15745 Lakewood Blvd. Dress competition by R.R.C rules, family games, special award for outriders.

WEDNESDAY, OCT. 19th

ACA SHORT TRACK — Orange County Speedway. Pit gates open 6:00 p.m., racing starts 6:00 p.m. 50, 100 & 250cc professional events. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, OCT. 20th

ACA SHORT TRACK — South Gate Speedway. Pit gates open 6:00 pm, racing starts 8:00 p.m. 50, 100 & 250cc professional events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 21st

CLASS C 1/2 MILE FLAT TRACK — Weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, OCTOBER 22nd

NITE TOURIST TROPHY RACE — AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

ENSENADA !

CLASS C 1/2 MILE FLAT TRACK — Altamont Speedway, P.O. Box 1042, Livermore, Calif.

SUNDAY, OCTOBER 23rd

SCRAMBLES — by Golden Bears M.C. at Manteca, California.

SCRAMBLES — by South County M.C. at Uvas Dam, California.

TT SCRAMBLES — by Nomads M.C. at Prado Park. All small bikes 8:30-11am, Big bikes 11-2pm, Exp. and Am., Novices 2 'till 7. Entries close 1/2 hr. before race time. AMA sanct. Point run. \$1.25 donation. \$1. entry.

ROAD ENDURO — by Washington '99" M.C. For info, write: P.O. Box 623, Seattle, Washington.

FALL TIRE CLIMB — by Blue Barons M.C. For information, write 3312 Forth Plain Road, Vancouver, Washington.

PACIFIC-SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES — by Spoke Benders M.C. Lined from Stoddard Wells, Bell Mountain Road. Five miles North of Victorville, Calif., on Hiway #66. Separate trail bike course. Trophies. Starts 10 am, fee \$4.25. Dist. 37 points, 3 loops of approx. 30 mi. All classes. Stripped Crusaders welcome! Sidehacks welcome too (if you shave!)

SPORTSMAN HILL CLIMB — by Bakersfield Reveliers M.C. at Outlaw Canyon between Hart Memorial Park and Lake Ming on the Alfred Harrell Hiway, ten miles N.E. of Bakersfield. AMA sanctioned. Practice 8-10am, Ltwt. 10am. Hwy. wt. Noon. All classes, 90cc and up. Skydiving at lunchbreak.

WEDNESDAY, OCT. 26th

ACA SHORT TRACK — Orange County Speedway. Pit gates open 6:00 p.m., racing starts 6:00 p.m. 50, 100 & 250cc professional events. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, OCT. 27th

ACA SHORT TRACK — South Gate Speedway. Pit gate opens 6:00 pm, racing starts 8:00 p.m. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 28th

CLASS C FLAT TRACK — Ascot Park. Weekly 1/2 mile show at 183rd St. and Vermont, Gardena, Calif. Practice at 6:00 p.m., racing at 8:15 p.m.

SATURDAY, OCT. 29th

CLASS C TT — Hayward Speedway. Practice at 6:00 p.m., racing at 8:00 p.m. Hayward, Calif.

CLASS C 1/2 MILE FLAT TRACK — Altamont Speedway, P.O. Box 1042, Livermore, Calif.

OCTOBER 29th & 30th

12th ANNUAL DEATH VALLEY MOTORCYCLE TOUR — By Motorcycle Tours, Inc. AMA sanct. Biggest tour of them all! 5000 riders from every state & country. 100 custom trophies. Entertainment, parade of antique cycles, McLaglen Drill Team performs, continuous movies, gifts for every official entry. Get official entry blanks at your motorcycle dealer. Only official mail entries fully completed and signed properly, received before Saturday, October 15, will be accepted.

SUNDAY, OCTOBER 30th

BOYS CLUB BENEFIT RUN — by Tacoma Yellow Jackets M.C. For info, write: 1918 S. G St., Tacoma, Washington.

TT SCRAMBLES — Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10 am, Racing at Noon.

SCRAMBLES — North Bay M.C. at Santa Rosa, California.

2nd ANNUAL BEAN RUN — by Whittier Rejects M.C. starts 8-11 am. at Le Bard & Underwood, 221 E. Imperial Hiway, La Habra, Calif. AMA point run. Sign-in for returning Death Valley riders will be at the Wrightwood turnoff in Cajon Pass. (free coffee & donuts at start). Get directions at start. Finish will close at 3pm. Meal tickets will be avail. for late arrivals. Trophies for poker hands, bean count, & sweepstakes. No machine judging. Beans, bread, beer, coffee & pop served. Entry \$2.

THURSDAY, NOV. 3rd

ACA SHORT TRACK — South Gate Speedway. Pit gates open 6:00 pm, racing starts 8:00 pm. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, NOV. 4th

CLASS C FLAT TRACK — Ascot Park, 183rd St. and Vermont, Gardena, Calif. Weekly 1/2 mile event. Practice at 6:00 p.m., racing at 8:15 p.m.

SATURDAY, NOV. 5th

20 LAP STATE CHAMPIONSHIP GRAND PRIX TT STEEPLECHASE Winner will be California State Champion for 1966. Ascot Park, 183rd and Vermont, Gardena, Calif. AMA Class C event, first race at 8:00 pm.

SUNDAY, NOVEMBER 6th

WASHINGTON STATE CHAMPIONSHIP COWBELL ENDURO — Mt. Baker M.C. at Bellingham. Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

HARE SCRAMBLES — Pacific Coast Championship by Polka Dots M.C. at Willesville, Calif.

SPORTSMAN HILLCLIMB — by Explorer Post 305 (the motorcycling Boy Scouts) at Oakhurst. Explorer Post 305, 424 S. A St., Madera, Calif.

HARE AND HOUND — Cascade M.C. of Bend, Oregon. Start at 9:00 a.m. rain or shine. Follow the markers from the intersection of Highways 97 & 20 (3rd and Greenwood) in Bend. Entry fee: \$2.00. For entries and information contact Cascade M.C. 136 Greenwood Ave., Bend, Oregon.

JACKASS ENDURO — by the Foot-hill Hawks M.C., 8am. Start Noon, check & finish at Red Mountain. Lined from Red Mountain. Ride the trails of single blanket Jackass prospectors, an adventurous run thru the historic Rand Mountains and Summit Diggins. An unforgettable classic for those who have ridden past events. License and muffler req. by Dist. #37. Approx. 100 mi. All classes. Point run. Club teams. One loop for 100cc class. Unique frying pan pins for all entries. Fee: \$3.00 (mail) \$4.00 (post). Mail entries must be postmarked before midnite, Oct. 22nd., to 7813 So. Blackford, Whittier, Calif. You don't have to belong to ANYTHING to ride this event. Please be our guest!

GRAND PRIX ROAD RACE — 3rd annual ACA U.S.G.P. at Willow Springs Raceway. Professional event, \$1,000 guar. or 40% of gate. Classes: 50, 100, 125, 175, 250, 350, 500, Open & Sidecar. Trophies in all prod. classes. Inq. Box 247, Fullerton, Calif. or phone (714) 847-7629. Post entries after Oct. 31, \$25.00.

WEDNESDAY, NOV. 9th

ACA SHORT TRACK — Orange County Speedway. Pit gates open 6:00 p.m., racing starts 6:00 p.m. 50, 100 & 250cc professional events. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, NOV. 10th

ACA SHORT TRACK — South Gate Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, NOV. 11th

CLASS C 1/2 MILE FLAT TRACK — weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SUNDAY, NOV. 13th

CLASS C TT STEEPLECHASE — Altamont Speedway, P.O. Box 1042, Livermore, Calif.

CROSS COUNTRY BRUSH ENDURO — Lucky Spokes M.C., Rt. 1, Box 010, Brush Prairie, Wash. 98606.

ENDURO — 20th Hayward Cowbell at Upper Lake.

WEDNESDAY, NOV. 15th

ACA SHORT TRACK — Orange County Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc classes. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, NOV. 17th

ACA SHORT TRACK — South Gate Speedway. Pit gates open 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRI., SAT. & SUNDAY. NOVEMBER 18, 19, 20th

INTERNATIONAL MOTORCYCLE AND SPORTS SHOW — by Trojan Enterprises at Long Beach Memorial Arena, foot of Rainbow Pier, Long Beach, Calif.

NOVEMBER 19th & 20th

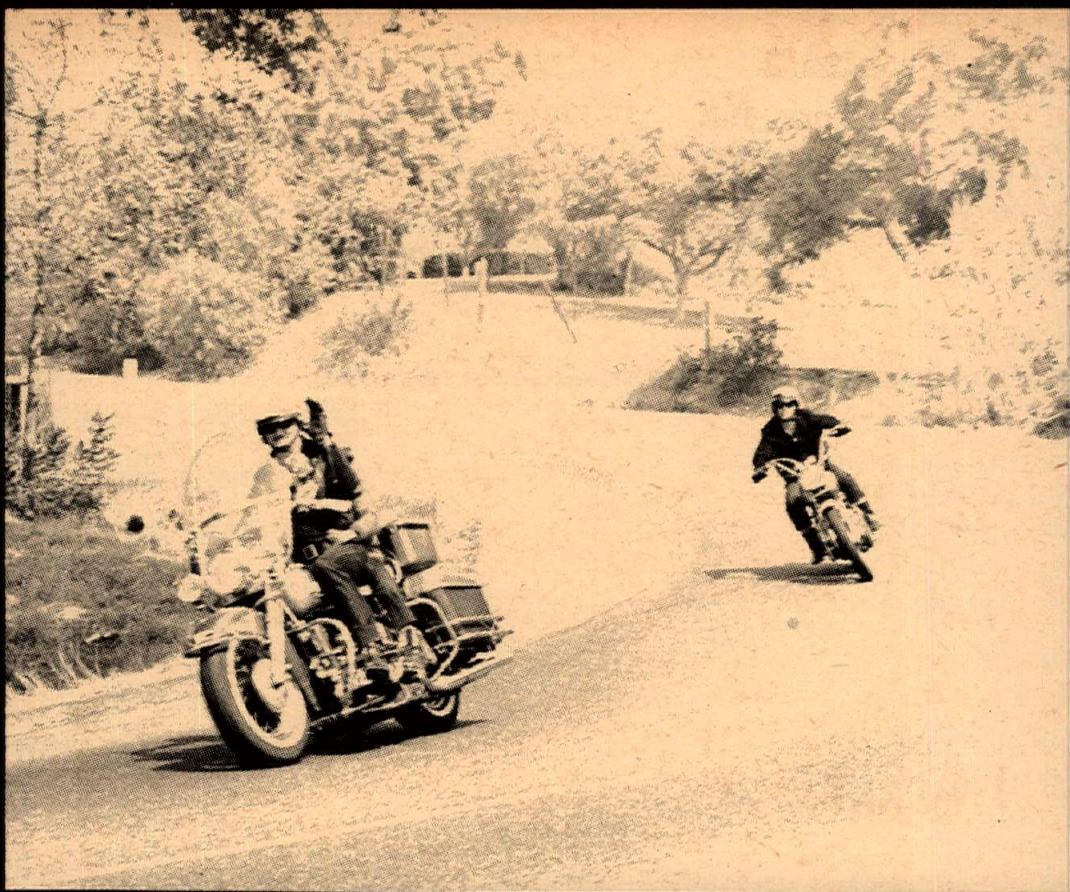
8th ANNUAL DIRT DIGGERS GRAND PRIX — 1st INTERNATIONAL CHAMPIONSHIP MOTO CROSS AND SCRAMBLES... at Simi Ranch, (Hoptown), formerly Corriganville, 6543 Los Angeles Ave., Santa Susana, Calif. Nov. 19th — Ltwt. 250cc and under, trophies for Novice, Amateur, Expert, Sportsman Exp. and Pro and Internatl. Events. \$1000. purse. Nov. 20th — Hwy. 260cc and over, trophies for Novice, Amateur, Exp., Sidehacks and Pro. and Internatl. Events. \$1000. purse. All riders, regardless of affiliation are invited to participate. Mail \$7.00 entry to Dirdiggers M.C., P.O. Box 1513, Culver City, Calif. before midnite Oct. 29. Start position determined by postmark. Enclose 2 self-addressed envelopes. (Post entries will be \$100.) Foreign & out-of-state riders write for details, we assign riding #'s. Requirements: 3 number plates, folding foot pegs, optional traction, rider & mach. free. Spectators \$1.50.

SUNDAY, NOV. 27th

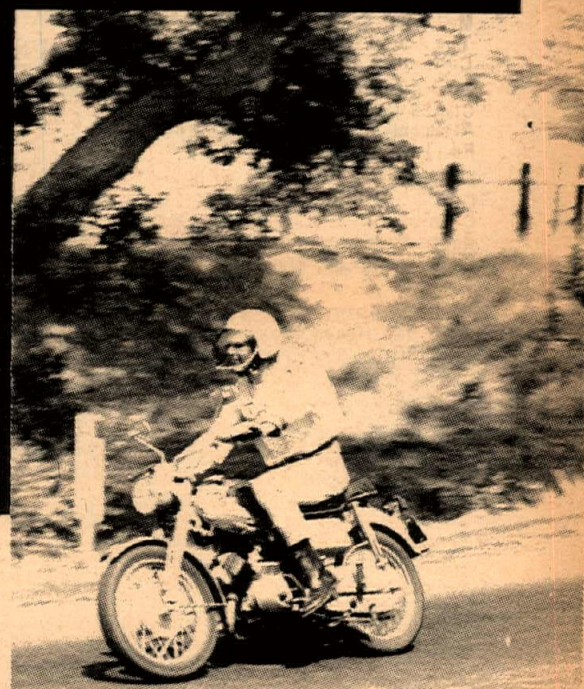
MUD SCRAMBLES — Olympic Peninsula M.C., P.O. Box 723, Pt. Angeles, Wash. 98362.

ATTENTION PUBLICITY COMMITTEES — Be sure to send Cycle News notice of your coming events and we will list them in this department free. A post card or a poster will do. Be sure to include directions to the event, starting times, etc.

DON'T MISS THE ENSENADA GRAND PRIX !



SMALL RUN BIG FUN



By John Shedd

The Hi Jinx M/C held their first poker run on Sunday, September 25th. The riders gathered at Jenkins Sport Center in Norwalk, under a heavily overcast sky, for what proved to be an unusual poker run. Perhaps the damp, cool, foggy morning frightened away some of the fair weather riders, but the 39 who signed up for the run, found the change from the regular poker run routine refreshing.

As riders signed in, they were given a number, and they parked their machines in a row according to these numbers. Since neither maps nor instructions were given out upon signing in, no one could leave until the Hi Jinx officials were ready for the first bike to pull out. At 9:30 a.m. the cyclist were told to go to their mounts and prepare to leave. Each participant was called up by number, and as he rode up to the starter, he was given an envelope containing directions to check point #1 and the first of six cards for his poker hand. The bikes were sent out at two-minute intervals, so that they would not bunch up and each would have to find his own way through the run. Everyone got quite a kick from the first direction sheet, as the first four directions only led the riders around the block and back past the start.

It didn't take long for each rider to discover for himself that the direction sheets were just a little unusual; as he began counting traffic signals and stop signs, checking names on mailboxes and prices of tract homes, and even counting red and green dots on a sign by a railroad track. At each check-point the riders received another envelope with directions to the next check and a playing card. Even this was not made too easy because at some check points they were hidden and

the riders had to search through grass, bushes and trees to find their envelopes.

The run led the cyclists over the twisting, winding roads of mountains and canyons, along scenic country highways and down wide city streets until the 70-mile ride ended at a park back in the city of Norwalk. Since the run didn't cover any freeways, many small bikes were able to join in the fun, includ-

ing a 50cc Honda Trail which is a rarity in such an event.

Upon arriving at the park, riders began swapping tales of the run, as they relaxed on the grass. Some of the bikers thought it was one of the finest runs of the year, simply because it was a little different and even a little difficult. Being different did indeed help to make the run a success, because after awhile the same old grind does get to be a bore.

A different kind of fun run, with riders searching, deciphering instructions and riding for their gold. Below: The winners.





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CYCLE NEWS

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Guest Editorial

THE RIDERS CONCERN Part II

By R. O. Fee

Hints and tips on safety for riding motorcycles are legion and can be had from several sources; one of the best is a booklet called "Freedom of the Road" put out by Suzuki and the So. Calif. Automobile Club. I personally feel that this booklet should be required reading for novice riders and reviewed yearly by all riders.

Without getting into a list of riding do's and don'ts, there is a basic concept that must be grasped by every rider in one form or another if he is to survive in today's traffic conditions.

I was very recently privileged to sail on a Navy Minesweeper. On no less than two occasions during the day; once in the Long Beach Harbor and once on the great expanse of the open Pacific, the ship's engines were stopped dead when the OOD sighted another ship that might have come too close for safety. The Navy is so concerned about constant attention to safety, that in several places of prominence on the bridge this phrase is engraved; "Eternal Vigilance is the Price of Safety!"

"Knees make poor fenders", "They'll Kill you if they can." Watch for fools, "Drive for everybody." "Ride defensively." are some of the phrases that express various riders' concept of safety. However verbalized, they all boil down to one word - ATTENTION.

The motorcyclist must be forever alert to threatening situations and circumstances that might even remotely endanger him. The automobile provides a protective cocoon of steel that insurance can repair when damaged. The cyclist has no such protection. His only defense is using his wits and judgement to prevent a collision or upset by avoiding dangerous situations long before they become a threat. Textbooks call this "defensive driving" and it applies to riding, driving or walking.

The problem is how to keep a new rider alive or uninjured long enough to have a sufficient number of close calls and realize that he must be thinking at all times of safety, his safety, or he won't win today's daily game of survival.

Education is the answer. The new rider must be told what is going to happen and how to benefit from what does happen. More is involved than mere operation of his machine, although this is of great importance. A thorough study of do's and don'ts will help shorten the trial and error learning period. But only if someone has told that rider (or he is sharp enough to realize it on his own) that he is going to have close calls and that he better stop and analyze each one, not to curse the other fool, but to consider how he could have avoided the situation.

Who is going to educate the new rider? The dealer is the first to come to mind. However, the dealers seemed to have failed in this respect (although there are exceptions to that generalization). The legislators only think they have the answer. Just clamp a helmet on everyone's head.

The easiest place to introduce rider education is to the students in the driver education classes. Long Beach, Los Angeles and Gardena are starting such programs.

The next logical place to start is in the community. It is here that organized motorcycle clubs can function.

Mickey Green, who rides with the Golden State Motorcycle Club, has approached the City of Azusa with a proposal to present a program to the community's new riders, young riders and their parents. Temple City and Arcadia have also expressed enthusiasm for his program: a film on safety, short talks on safety and displays of damaged safety equipment along with a demonstration of riding skills.

One man can't do it all. Mickey is setting up the program and will soon need volunteer help from veteran riders to get it rolling and carry it to new areas. You can help. For further information call Mickey Greene at Edgewood 9-4726.

What can the State do? Tune in again next week.

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B. PAID CIRCULATION 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES		8,148
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G. TOTAL (Sum of E & F—should equal net press run shown in A)		11,000
I certify that the statements made by me above are correct and complete.		
POD Form 3526 Jan. 1965		

VOICE of CALIFORNIA

EATS AND SLEEPS 'EM!

I have been a subscriber of your fine newspaper for almost a year now and happy to report nothing but satisfaction. At present, I own three bikes and am one of the many that live, eat and sleep bikes. I rarely miss a weekend race or meet, and make it into Santa Fe Raceway near Chicago on Wednesday nights.

The real reason for this note is to inquire into the possibility of being a correspondent for your weekly paper. I think your distribution would spread in the great Midwest and probably farther East with more coverage of our regional meets. I believe I might be able to help in a minor way.

DONALD R. ROSENE
Rockford, Illinois

We are sending you a contributors rate sheet, and hope that you will be able to send us reports on Midwestern events... it's people like you that help us make up a paper that is of interest to everyone. So far, we are primarily a Western paper and, of course, Western news is easier to come by, but we are getting an increasing number of Eastern subscribers and would like to cover events that are of interest to them when space permits. —Editor.

He Gets It First

You guys have a great newspaper and are a real asset to the motorcycle world. We here, in our family and club (Desert Challengers of Victorville) can hardly wait for each issue. I work at the Post Office and usually intercept it before it can be delivered to my wife... who, in turn gets madder than H—!!

WES MC ALLISTER
Victorville

More Desert News!

Although your paper is bigger and better than ever, I and many of my friends have noticed a very conspicuous absence of articles on the desert events.

Last week, for example, there was not one word about the Antelope Ramblers Hare Scrambles or the Dusters H.S.

When you started your paper you promised articles on the past week's events. You seem O.K. on Scrambles, but when it comes to small articles on desert events you are usually two weeks late. How about your promise?

Although we ride desert for the fun, it's nice to read about the run you struggled through for four hours, and not have to wait a month or two to see the results.

ARDEN SCHUG

And More Desert

I want to thank you for the free ad you are allowing us to run in your paper this week.

I enjoy Cycle News very much... BUT the lack of desert news the last three weeks has left a giant hole... I also miss Larry Haley's excellent reporting. I know you will be on the job with desert news in the future.

DON BUHL
Tustin, Calif.

ED: If you want to speed things up, how about becoming a Cycle News correspondent? We will pay you for your efforts and be more than happy if you can get copy to us by Monday evening, right after the weekend events... THEN we could publish it while it is still timely news. If you are interested, write for our contributor rate sheet. See what you can earn in cash as well as satisfaction. It would be nice to see your events appear earlier, and YOUR name in print!

By Chuck Clayton

PROGRESS AGAINST NECKBREAKERS

What a great pleasure it is to report that Mr. & Mrs. R.L. Burris, parents of young Ronald Burris, have decided to bring action against the party or parties responsible for killing their 16-year-old son with a neckbreaking device strung across a path "to keep cyclists out."

Cycle News has promised its wholehearted cooperation with the prosecution of this case in order to prevent similar tragedies from happening again.

If any reader can tell us of other cases where hazards have been deliberately installed, causing death or injuries to cycle riders, it would be of great help. Please send any information you may have regarding injuries due to neckbreakers, pitfalls or other traps to me in care of Cycle News, Box 498, Long Beach, Calif.

CYCLE NEWS "ACTION ANNUAL" POSTPONED

The directors of C&S Publishing Company last week voted to halt operations on the American Motorcycle Annual which was announced in these pages some months ago.

We decided to postpone publishing this first annual hard-cover picture book in order to clear the desks for more pressing business, chiefly the preparation of a nationwide motorcycle safety campaign, which I hope to announce very soon.

So many excellent photographs, both black & white and color, have been sent in for the annual that we are planning a full-color, slick paper insert for our Christmas issue (Dec. 22, 1966). The same rates will be paid to photographers whose pictures appear in our Christmas Color pages as were promised for the Annual.

Clubs please note: Send your information c/o Cycle News/Club Directory—P.O. Box 498, Long Beach, California.

OTHER SIDE OF THE COIN

Yesterday the Shamrock's held a State Championship race. My brother and I have been racing just one year and would like to comment on this race. As far as the course went it was marked well and a good run. We were two of the many who made a false start and I would like to let you and the Shamrocks know why we started when we did. After the rider's meeting we went to the starting line as we have done for the past year. The visibility was the worst we have ever seen, the banner was so far away that it was a blur when we first started looking. We were down at the far end of the line and right behind the lined starting mark. From this position it was impossible to see the banner at all. A Shamrock member came by and told us it would be alright to move up about five feet where we could see the banner. After we had done this another member came by and said we would have to move in back of the lime whether we could see or not. We have never sat and waited as long at any race yet. The longer we looked, the more fussy the banner looked to those who could see any of it at all. When they took the banner out of the truck the wind must have whipped it because it certainly looked to us that it folded. So we went! The club could have waited another fifteen minutes and let us start again or better yet could have had us turned back at one of the checks. This was a Championship race and we think provisions should have been made. Our gripe is that we waited too long and the banner was much too far away. Why not a blown-up banner for the start, we liked the one where they did this. A race like this can only put the Shamrock's in the same class as the Hill-topper's and they at least gave us another chance.

373 on JOHN M. BEACH
109 om HOWARD L. BEACH
Ed.—Thanks for your letter—we are glad to print it. Everyone should have a chance to tell his side of the story and be able to express his opinion.



DRAG RACING

Triumph and Harley-Davidson share the biggest portion of drag racing action but a Suzuki made the trip to the winners circle as top street machine at Irwindale.

Murray & Cook have restored their fuel burning twin engine Triumph to its old form in this weekend's racing. Jim Cook rode the big, but light, machine to top fuel victory over Bob Micheals' "Black Knight" Harley-Davidson at a speed of 156.79 and an elapsed time of 10 seconds flat.

The Harley of Bob Micheals is not a slow moving machine by any standard and Bob turned 11.18 sec. 131.00 mph for runner-up in top fuel competition.

FUEL AT LIONS

The Harley-Davidson that was long an undisputed class winner in local drag competition was at Lions this Sunday for its second try at "Chemical Warfare". Millard Disharoon tipped the can and made a run of 11.02-125.00. If he can start off with runs that quick, there is no telling how quick and fast he will eventually go.

Perry & Scotty were a part of fuel bike action at the beach with their twin engine Triumph, but troubles seemed to find a comfortable perch on their shoulders. Perry Prentice rode the beautiful aluminum framed machine to a best of 10.30 E.T., 144.00 mph.

TOP GAS-Irwindale & Lions

Smith and Butterworth had the top running gasser at Irwindale Raceway and turned 11.93-117.03 to prove it in the race for top gas money.

Top gas dragster with elapsed time and speed at Lions Drag Strip was Burt Proctor's Harley-Davidson. Bob Braverman was pushing his 250cc Yamaha into the 13-second territory of Harleys and Proctor kept the wick twisted all the way on to guarantee that bigger inches would travel the 1320 feet faster and quicker. Proctor turned a best of 12.21-102.38 and Braverman did it in 12.92 seconds at a terminal speed of 102.66.

TOP STREET-Suzuki Wins

Vince Rowles and Lance Haserot had cut the competition to a heads-up race between their respective Suzuki and Harley-Davidson, for the top street money award. Both machines seemed to stage on the starting line with no problem, but when their starting lights turned green, Lance Haserot swapped ends and dumped on the asphalt. Lance brushed the asphalt dust from his levis and watched Rowles' winning light come on for the top street victory. Vince

tooled the Suzuki for a great time and speed of 13.91-91.83.

Lance Haserot was not hurt and the cycle was o.k. so they will both be back to try again.

The fastest machine at Lions drag strip in the street division was Dwayne Snyders Harley-Davidson that turned in an E.T. ticket that showed 12.49-109.75.

Not far behind was Grant Hannah and his 650cc Triumph. Grant won the C street bike trophy at 12.67-104.04. Grant's machine would make a good fuel or gas dragster. I wonder if we could persuade him?

H STREET RECORD

Stan Smith and his Honda are the proud holders of H street bike class record. The H class is for machines of from 0 - 125cc displacement. Stan has made it up to and through the timing lights with an E.T. of 16.89 and speed of 74.62 mph.

The Cycle Pit directing at Lions again handled by the above Bruce Miller, while your correspondent was laid up in bed. Thank God for the gift of nice people like him.

See you next week at the Cycle Alley and on the pages of Cycle News.

(Results on page 16)

Weekends on Wheels

By Peter Rachtman

A friend of mine just sold his Honda...says he rode it for over a year and didn't meet any nice people. It just shows, you can't believe everything you see in print.

Last week I decided to take a road trip to Wrightwood, a quaint and picturesque town about 80 miles Northeast of Los Angeles in the Angeles National Forest. During the winter, Wrightwood is an active ski resort, but at this time of year, it is quiet and very beautiful. All of the buildings are of wood frame construction, and their unpainted finish almost makes you believe that you were somewhere in the Swiss Alps. The trip via the Angeles Crest Highway is one of the most scenic in Southern California.

Those were my plans...however, things don't always work out.

Since this is my second column, I decided that it was about time to try flexing my newly found muscles that I was told would go along with being a powerful and dynamic journalist.

SUZU ... NO KEY!

I called Monte Curry, who handles the public relations for Suzuki, told him of my plans, and asked if I could try out their hottest item, the X-6 Hustler. Sure enough, it worked! The next afternoon, the motorcycle was delivered to my office. The only problem was that Suzuki neglected to furnish the keys.

My secretary suggested that perhaps the motorcycle should be called "Suzu"...after all, it had no key! ... Needless to say, she is now on un-employment.

It took three hours for the messenger to get out to the new Suzuki plant in Santa Fe Springs and return ...I'm sure glad they moved closer in.

Once we got the bike started, (if you have the keys, it rarely takes more than one kick) I was delighted to find that the X-6 lived up to all of those spectacular performance claims. From zero to sixty, it accelerates like a 650. Its 2 cycle, 250cc engine puts out 29 horsepower, and since the bike weighs

only 295 pounds, it is probably the hottest performing lightweight in town. The six-speed transmission works smoothly, and because of the abundance of gears, there is literally "the proper gear" for every speed.

CYCLE-DELICIOUS TRIP

Because of the scenic, yet curving mountain roads of the Angeles Crest Highway, the X-6 proved to be an outstanding touring bike for this moderately short trip. However, I do feel that the bike was a little light for my tastes, especially if one was to be doing some really extended driving.

To reach the Angeles Crest Highway, you turn off the Golden State Freeway at the Colorado Street exit (this is one exit south of the intersection with the Ventura Freeway and is in the Griffith Park area). Follow Colorado into Glendale, make a left on Glendale Blvd. until it runs into State Route 2. Route 2 becomes the Crest Highway, and in about 10 miles you will start to climb to La Canada and on to the National Forest. It is a good idea to gas up in La Canada, as there is no gas for about 70 miles, and once in the Forest, it is a long walk back.

The road climbs rapidly, and in no time at all you will be at around 4000 feet. Regardless of the weather in the Los Angeles area, it is a good idea to bring warm clothes for this trip. There are some areas en route to Wrightwood that are so cold that snow stays on the ground all year!

This, in fact, became our problem. When we reached the Red Box Ranger Station, only 22 miles from where we turned off the Golden State, it was so cold that we decided to check the weather ahead with the Rangers. (By the way, any Ranger Station has complete weather details plus a free map of the Angeles National Forest that shows every paved and dirt road in the entire area. It is a must for road and dirt riders alike.) The weather ahead was threatening, with rain forecast and even a chance of snow.

Since this was to be a "fun" trip, I decided to turn back 4 1/2 miles and take route N-3 which heads west out of the Forest and down into Palmdale. Follow N-3 to Aliso Canyon Road, make a left and follow this to Soledad Canyon. Another left and you can take the old Soledad Canyon highway directly to the Saugus-Newhall area.

What a drag...here I was in Newhall, less than two hours after I had started on a cycle-delic escape to romantic and exotic Wrightwood.

(Continued on page 11)

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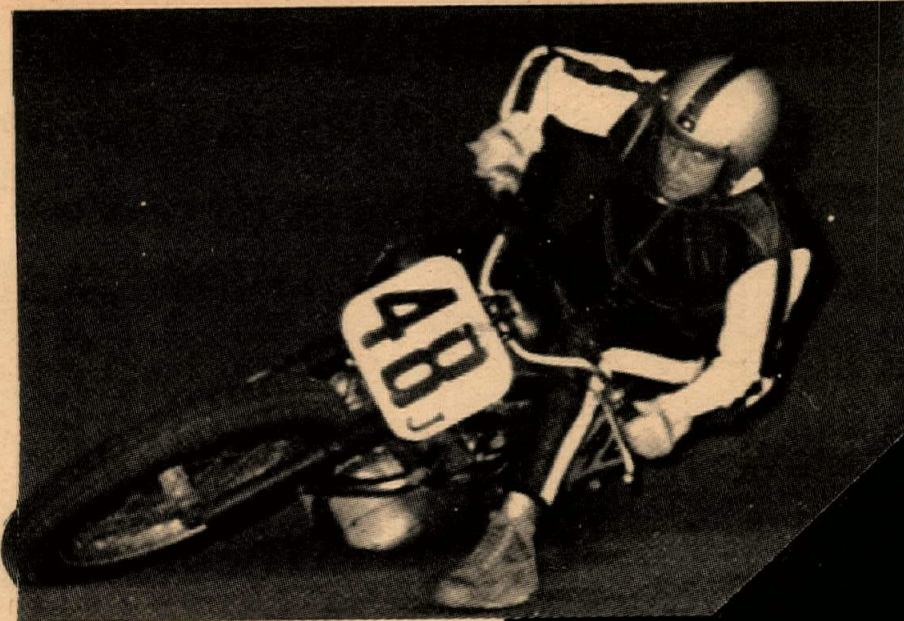
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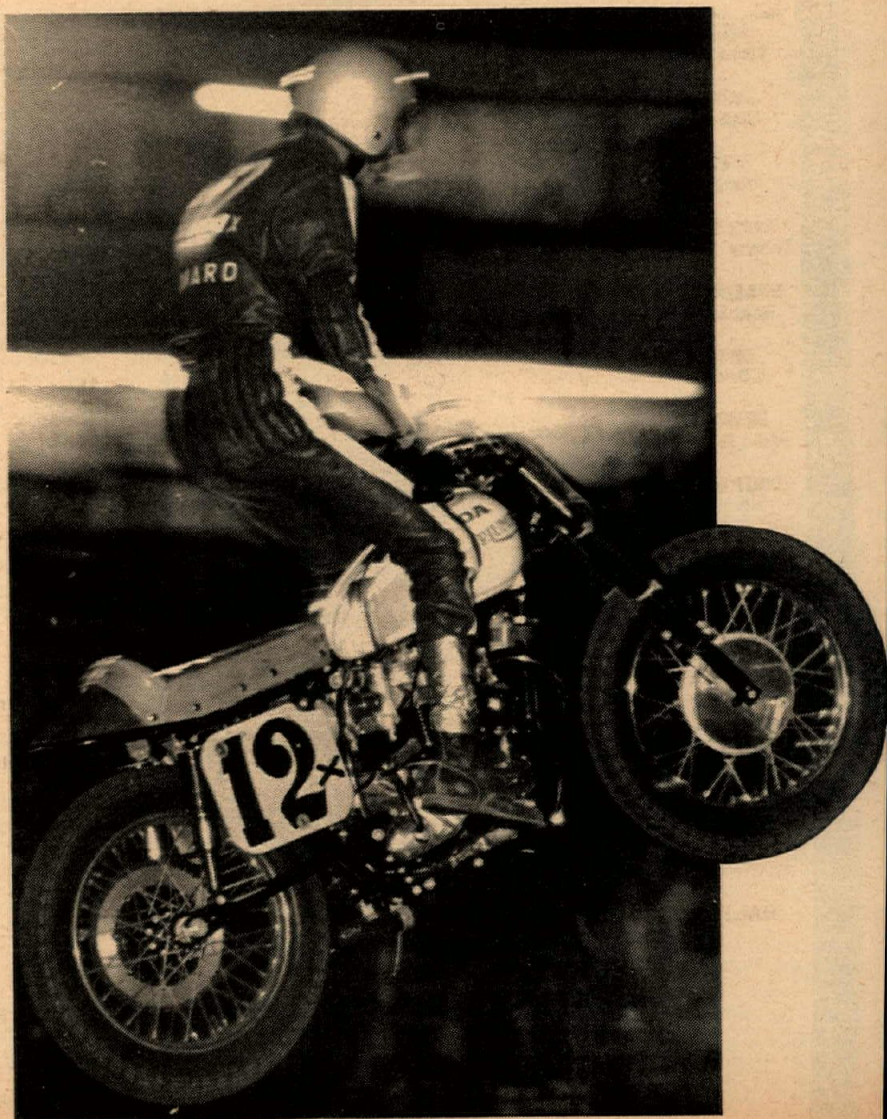
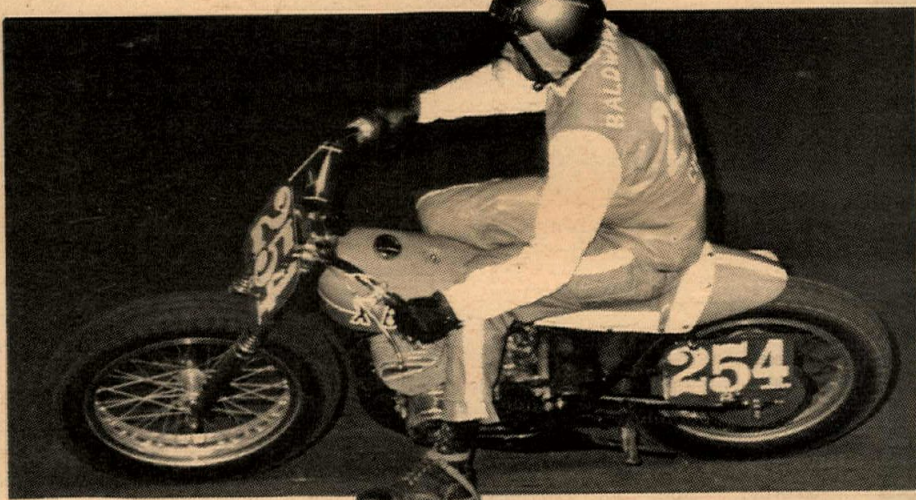
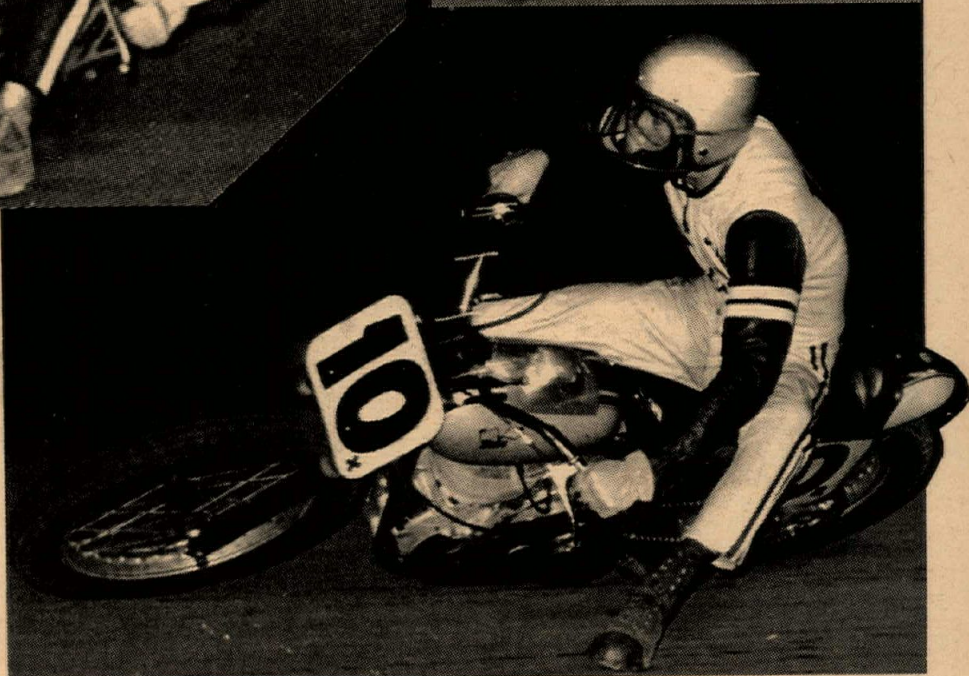
2 NIGHTS OF ASCOT



Above: Pat Gosch.

Just a sample of the action seen Friday and Saturday nights at Ascot Park with (top right) Dan Haaby winning the Expert 1/2-mile, Johnny (10x) Isaacs running 3rd in the Amateur Main, Mike (254) Morton repeating his Novice win and Ron (12x) Kruseman in flight over the TT jump.

Photos by Dennis Greene



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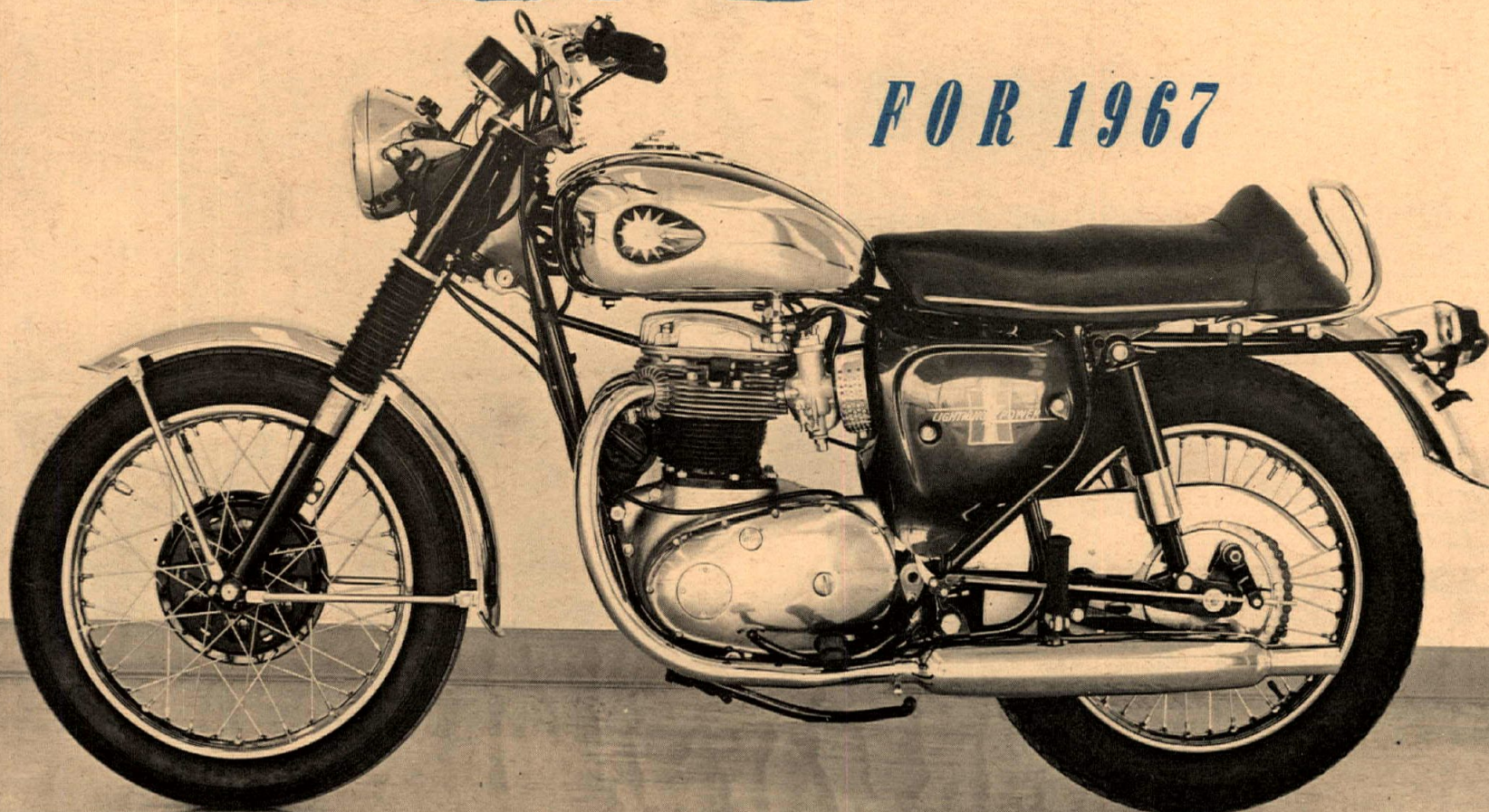
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FOR 1967



NEW FOR 1967: "Finned Alloy" Rocker Cover, 150mph Speedometer, Strobe-light timing, 1 piece 12v Battery,

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Bore x stroke: 75mm x 74mm
Displacement: 654cc (40 cu. in.)
Compression ratio: 9 to 1
Valve gear: Overhead valves
Cam design: Full performance
Carburetion: Two 1½" matched Amal Monobloc
Ignition: One coil-battery-contact breaker set for each cylinder
Horsepower: 53
Electrical system: 12 volt, AC/DC
Exhaust system: Twin downswept pipes, two 93.5 db sport mufflers
Gearbox: 4 speed with footchange

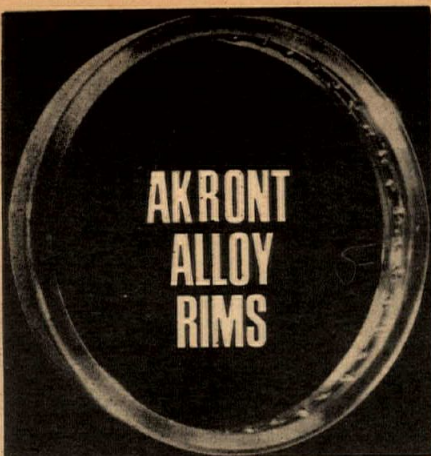
1st gear — 2.51 (final — 12.12)
2nd gear — 1.60 (final — 7.79)
3rd gear — 1.14 (final — 5.58)
4th gear — 1.00 (final — 4.87)
Speedometer: 150 mph
Tachometer: 10,000 rpm
Wheels: Front — WM2 x 19
Rear — WM3 x 18
Tires: Front — 3.25 x 19 Dunlop ribbed
Rear — 4.00 x 18 Dunlop K70
Color: Flamboyant red, white pinline trim and lots of chrome

Clutch: Multiple disc, (six SB220 friction plates)
Engine x clutch ratio: 2.07 to 1
Gearbox countershaft sprocket: 20T
Bolt-on rear wheel sprocket: 47T
Wheelbase: 56"
Over-all length: 85¼"
Ground clearance: 8"
Weight: 390 lbs.
Seat height: 33 inches (unladen)
Seat: Dual style
Center stand/side stand: Both standard equipment
Gas tank: 3 gal.
Oil tank: 2½ quarts
Handlebar: Hi-western design

ANAHEIM - BSA Norm Reeves, Inc.	DELANO - BSA Music, Cycle & Hobby Shop	LA PUENTE - BSA Bert's Motorcycles	NEWHALL - BSA Allied Cycle Sales	SACRAMENTO - BSA Motorcycle Sport Ctr.	SANTA ROSA - BSA Angelo Rossi
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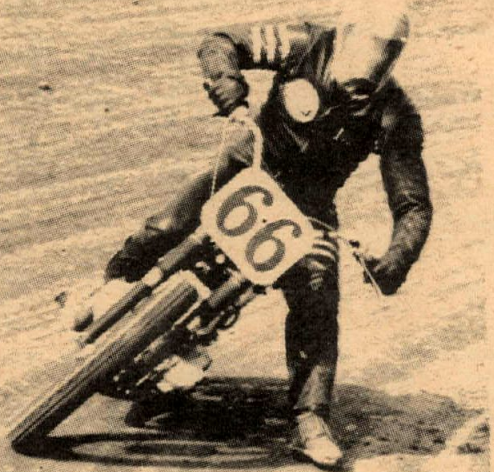
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**THE MAN WHO BUILT THE
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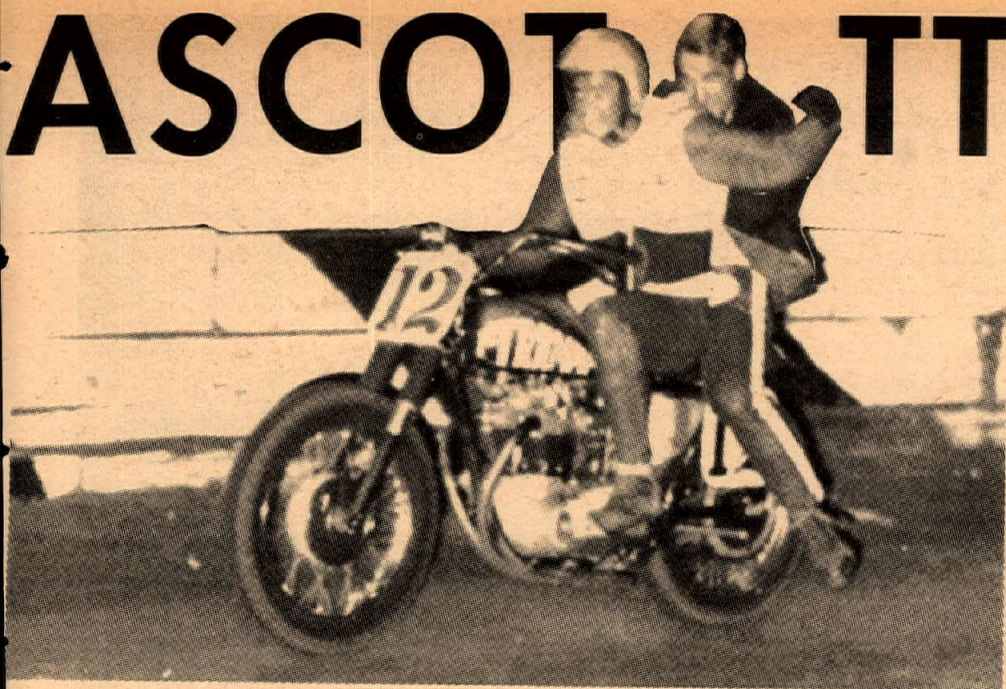
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ASCOT TT



Eddie rode across the finish line with a passenger, Skip Van Leeuwen, while the crowd went wild!

with a lap and a half to go! This put Gene Canady into first spot with John Sprague in second. Sprague, who wasn't letting off for a moment, bounced into Canady and then went wide. Benelli-mounted Joe Roseberry who had been hauling along in third, saw his chance and dove under Sprague to end up with second place.

Bradford Breaks Bike

John Bradford charged into the lead in the Amateur Main with Rich Thorwaldson hard after him. In third and fourth places Jim Berry and Jack Konie were making tracks. On lap seven, with Bradford well out into the lead, he went into turn one, straightened up and continued straight on around into the pits. The gearbox on his Triumph had stopped working, putting him out of the running completely. Thorwaldson was now in the lead with Jack Konie second, Jim Berry third with Butch Languth challenging hard. The win went to Triumph-mounted

Thorwaldson, his second straight, with a time of 8:13.85.

In the Expert main the lead changed three times in four laps. Jack Simmons on his Norton-Metisse got under Gene Romero to take the lead with the big Norton really hauling. Eddie Mulder, with all stops pulled out, charged up behind Jack and when the Metisse (which obviously wasn't handling too well on the Ascot layout) slid, Mulder scooted into the lead. Romero then set sail on Simmons and once again the speed was there in the Norton but the handling wasn't and Simmons had to settle for third.

On the last lap, with the crowd waiting for the inevitable Mulder "wheelie", Eddie slowed on the far side of the track and when he came blasting out of the half-mile, there was a pillion rider by the name of Skip Van Leeuwen taking the win with him! (See photo).

(Results on page 16)

Photo by Dennis Greene

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TALK ABOUT HIPPODROME!

By Maureen Lee

The Saturday night TT at Ascot was a thriller, one of the best we've seen all season for action. The black flag was used on several occasions. The Expert semi had three re-starts when riders played tangle-tires where the first turn tightens up. Bruce Holland undoubtedly set a new Ascot record for high flying when his machine came to an abrupt stop and Bruce didn't. A real record was set by Gene Canady in the Novice Main. Amateur Randy Say went swimming in the lake. His bike didn't make it all the way into the drink, but Randy did and had to wade out. And if that wasn't enough action, the Expert Main event was won by Eddie Mulder with a pillion passenger!

Some of the heat races for the night were ding-dong affairs. In the first Novice heat with over half the entry composed of Sunday-scrambles-riders like Carl Patrick, Dan Kelly, Willard Schwartz and John Sprague, John showed them what weekly riding does to keep you in shape when he proceeded to dust them all off.

The first Amateur heat developed into a fight between John Bradford and Jim Berry, with the lead changing hands several times and neither man giving an inch. At one point they went into the left-hander to the back straight glued together!

John Fishburn on his Ariel fought up through the gang in his heat, passing rider after rider to finally take the first by diving to the inside after the jump. But to the disappointment of John and the crowd, he couldn't make it to the line for the Main, and George Stiber, fresh off the plane from qualifying in San Francisco, took his place as first alternate.

There were only two Expert heats, but the first one was great. Gene Romero, Eddie Mulder, Dusty Coppage, Dan Haaby, Clyde Litch, Dave Palmer, Dallas Baker and Guy Louis were all eager to go. So eager, a couple of them jumped the gun three times! Starter Whitey Ford finally turned them loose with Coppage and Mulder circling around back by line three, leaving them both with quite a pack to get through. By the time the checkered flag dropped, Mulder had worked up into fourth position and a transfer to the main, with riding as good or better than we've ever seen him do.

The Trophy Dash went to Gene Romero, in spite of Skip Van Leeuwen trying real hard to catch him, along with with Jack Simmons and Dave Palmer.

New Novice Record

A new record was set by the Novices in their Main of 5:09.67. The old record was 5:12.62. After a re-start, Dan Reeves jumped into the lead and was building it up when the engine blew

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WHEN THE PLAYBOYS PLAY

By John Shedd

When the Playboy's M.C. of Long Beach held their second annual field meet Sunday, October 2nd, they proved they were tops in presenting motorcycle fun and games. The 157 entries signed up at Harley-Davidson of Long Beach and after coffee and donuts, they proceeded to a dirt field in Long Beach, just off Pacific Coast Highway and behind the Channel Boat Company. Bikes of every size and description showed up for the event. There were bikes from 50cc to 74 cu. in. street machines and dirt machines, some old Indians that looked new, and a couple of pretty fancy choppers.

Obstacle Race

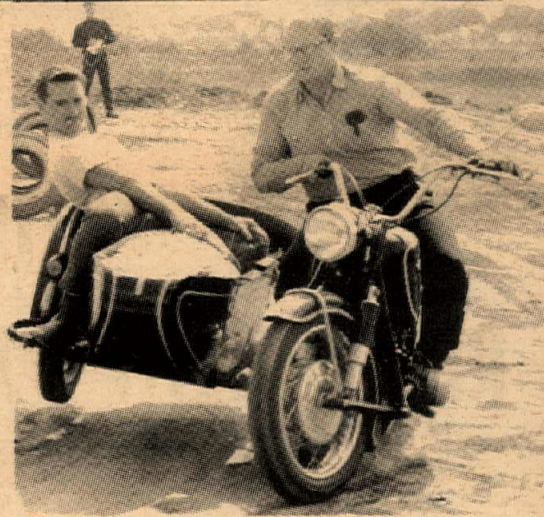
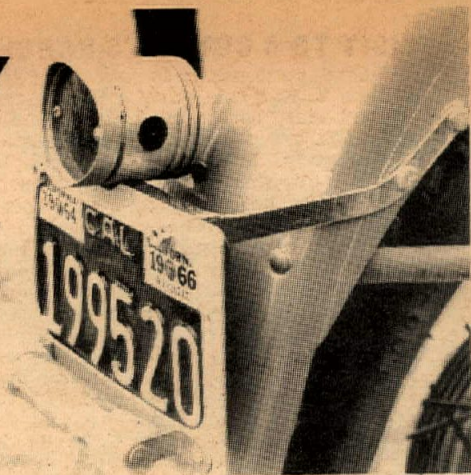
The meet got under way about 10 a.m. Its first event, which was an obstacle course. There were two classes in this event. There was one class for the big Harleys and one class combining all the lighter machines. The course was about 100 feet long, with five stacks of tires evenly spaced in a straight line down the center. The riders had a swinging good time, weaving their machines from left to right around the obstacles until they reached the other end; then making a U-turn, they zigged and zagged their way around the tires and back to the start. Burney Clark put on quite a show with his BMW sidehack, zipping in and out around the obstacles, with only inches on either side, and the hack wheel off the ground much of the run through.

Board Jump

Second in the line of events was the board jump. Here the riders got a six foot running start, before driving over an inclined plank and sailing through the air. The winner was determined by the distance from the plank to the spot where the rear wheel bounced down. Once again, Burney Clark put on a little show by taking his sidecar over the jump, with the sidecar in the air. After touching down on two wheels, he kept the hack in the air until he turned around, then he came back and sat the hack wheel down on the ramp. This was a crowd pleaser deluxe.

Slowest Rider Wins

The next event was a slow race, with riders trying their skill at being last on purpose. There were two classes here, one for solo riders and one with



each rider carrying a passenger. Like many other things that are hard to do, the winners made it appear easy. Russell Wassell, the solo winner, drove through with such ease, one might think he had a set of training wheels.

Weiner Bite Next

Following the slow race, was a contest I find hard to name; so just to keep it straight, I'll call it the wiener bite. The object of this game was to ride under a pipe which had a wiener covered (and I do mean covered) with mustard, hanging from a string. Then slow down, stretch up high, and grab a bite. First the riders drove under letting their passengers get covered with mustard, as they snapped at the hanging hotdog. The passengers had the last laugh, as they watched the riders drive through solo and do their own biting at the dangling dog.

This year, the Playboys had a special event for bikes under 50cc, which consisted of a 60 foot straight run between two lengths of rope spaced about 10 inches apart. Russell Wassell grabbed himself some more gold, as he zipped through without touching the rope on either side. He proved he was not only

the slowest rider but also the straightest.

The final event of the meet, I find hard to describe in any term other than wild. You might say this event was a game of musical chairs in a very advanced form. Riders with their girl passengers sitting side-saddle, drove slowly around a circle of tires until they heard a horn. Upon the sound of the horn, the riders stopped and the girls leaped from their mounts and dashed toward the center of the circle where potatoes were hidden under a clump of tumble weed. Naturally there was one girl more than the number of potatoes and the girl who couldn't fight her way through flying legs and arms to get a spud was eliminated. The way these gals fought for one little potatoe you would have to see to believe. I dare say there wasn't a gent there who would have dared to risk bodily injury by reaching into that pile of tangled women for a 'tater.

The Playboys did a swell job of supplying plenty of motorcycling fun, and I'm sure that everyone who attended is looking forward to their next field meet.

(Results on page 16)

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VISIT TO A COWBOY'S RANCH

One thing managed to save the day. William S. Hart, America's first great cowboy star, had a ranch in Newhall and upon his death deeded the entire 220 acres to Los Angeles County. It now is a combination park and museum. Both Hart's home and the eight room bunk house have been completely restored and contain many theatrical and motion picture mementos from the great star's illustrious yet brief career. There is also considerable art by the two most famous painters of the American West, Charles Russell and Frederick Remington. Admission is free and the houses give a tremendous insight into Hollywood's early days as well as an interesting glimpse of the early West.

The Park is located at 24151 Newhall Ave. and is open from 10:00 to 5:00 every day except Monday. Picnic tables and barbecue areas help to make the ranch an ideal visiting place for families and groups.

One of the great ways to enjoy a motorcycle road trip is to pack your own gear and camp along the way. After the initial expense, it is also one of the cheapest vacations imaginable. In future columns, we plan to give you some hints on how to make these trips more enjoyable along with a list of equipment necessary for camping out...as well as interesting and enjoyable routes to take, and things to see.

AFM SCENE

By Tom Finlay

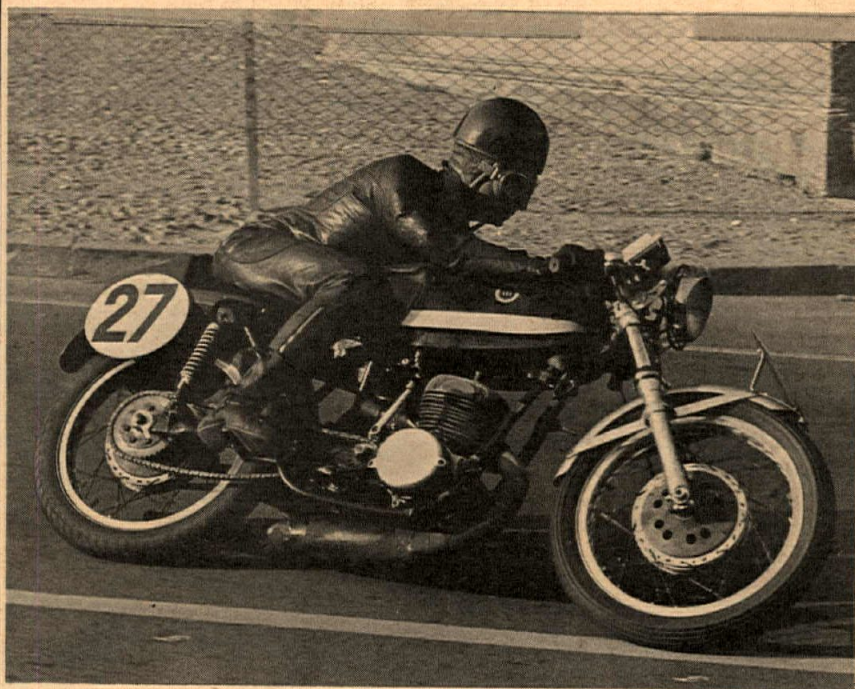
Your columnist is pleased to find that the plea for sponsors for American riders in Europe has not gone unanswered. As mentioned previously, Bill Boyd has just returned from a season in Ireland and Scotland, climaxing his trip with a ride in the 250cc Isle of Man TT. What we didn't know at the time was that Bill was sponsored by a prominent San Francisco Yamaha dealer. We tip our hat to Al Fergoda of the Bay City for his fine deed. We have also learned that if Bill had finished the race in the eleventh place that seemed so secure, he would have captured the honors of first private entry as well as first American, which would have been quite a feather in his cap as well as Yamaha's.

In local competition, Ron Grant has secured the champion titles in both the 250 and 350 classes in AFM competition this year. Ron rode several machines in each class but Suzuki provided the leverage in the 250 class. Congratulations to all parties involved.

Our next column will carry details on the upcoming AFM points award banquet and membership convention, to be held in conjunction with the Northern season finale on November 12th and 13th at Cotati. Also watch Cycle News for possible final Los Angeles Chapter points race in October at Willow Springs - provided we can get the necessary cooperation to obtain use of this track.

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2nd - Chuck Baker - Montesa!
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1st IN BAKERSFIELD • August 28

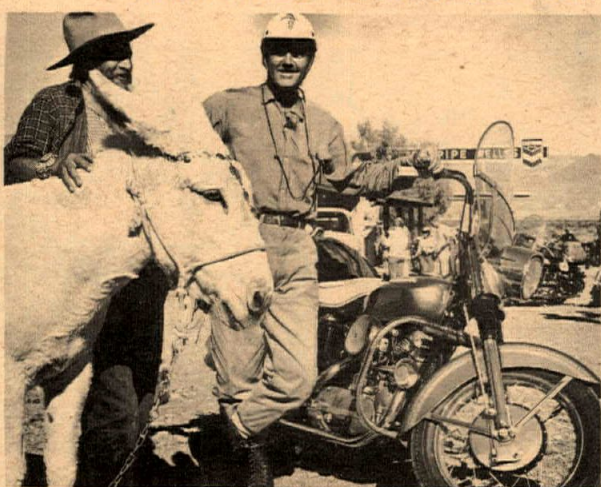
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A few of the highlights of this year's tour will be 100 Death Valley custom trophies. A field meet by one of Southern California's outstanding motorcycle clubs. Motorcycle stunt riding by the World Champions, Victor McLaglen Motor Corp Drill Team. Exclusive motorcycle motion picture show to run continuously Saturday afternoon til Saturday evening. Special entries and parade for old time antique motorcycles with custom trophies for their division. Each official entry will receive a beautiful full color wind-proof cigarette lighter, showing they participated in the '66 Tour.

In addition you will receive the 1966 Death Valley official Frying Pan Tour pin along with other "goodies." The American Motorcycle Association will be there to pass out to A.M.A. members, the 1966 A.M.A. Tour Award Patch and to sign up new members.

Beautiful color brochure entry blanks and posters will be in the mail to Motorcycle Dealers by September 1, 1966. Be sure to pick up yours or write "Motorcycle Tours Incorporated", 12738 South Paramount Blvd., Downey, Calif. 90242.

In order for all motorcyclists to be eligible to participate in this years tour, only official mail entries fully completed and signed properly, before Saturday, October 15th, will be accepted.

The 12th Annual Death Valley Motorcycle tour is sponsored by Motorcycle Tours Inc.

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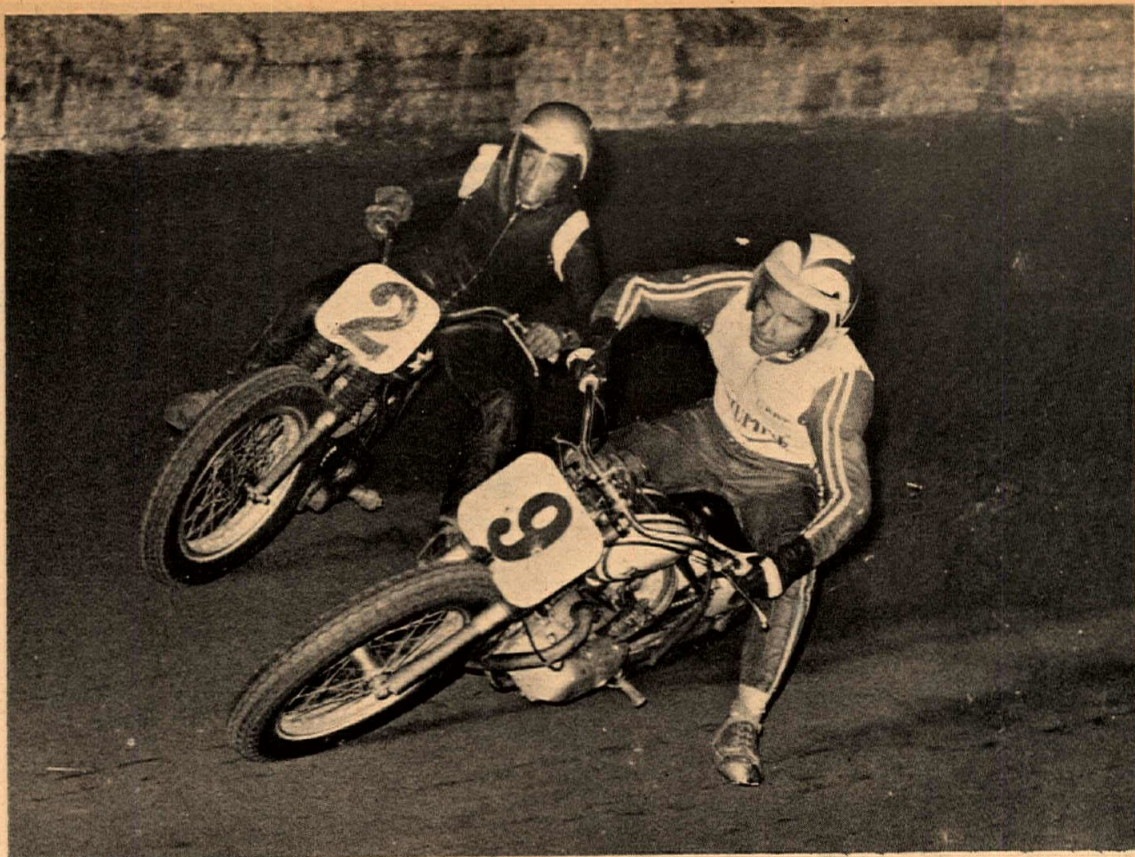
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Nixon gets a wheel under Mann in the Main Event to take the win that was almost a photo finish.



Eddie Wirth crosses up beautifully in the Tulare groove. Eddie took fifth in the 10-lap main.

Back at Tulare

By Annette Camp

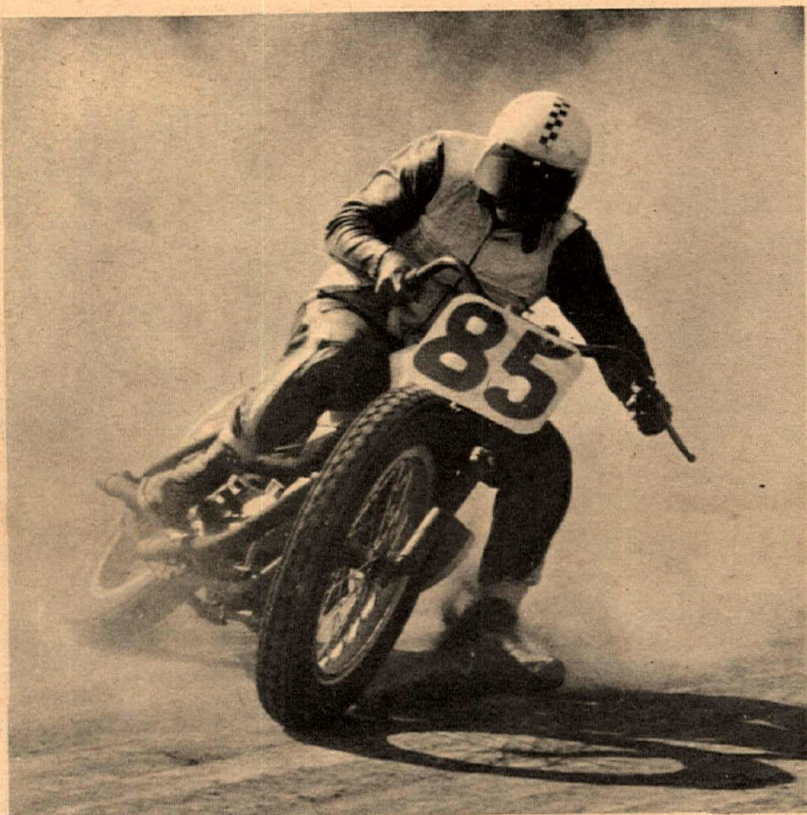
This year's half-mile at Tulare, California marked some definite changes from last year's race there. The majority of these were safety improvements. This was the sixth annual running of Tulare, put on by the Visalia Ramblers Motorcycle Club. Noticeable improvements were bales of hay lined up against the outside fence all the way through the turns. Also the relieving of about six inches of dirt from the inside of the race track to give it a better bank. The track itself was in beautiful condition for racing.

There were no really big changes in the lighting. The best lights are still in the infield. According to club President Carvin Brown some new lights were put up and some old ones were redirected. The lighting still needs some improvement. Other changes included a stand-by ambulance and notifying the local hospital so they could be prepared for any accidents coming in from the track. This year we are happy to report there were none. The evening's race program was well organized, run off smoothly and with no delays by the club members.

Many of the riders were distressed at the way the race program was set up. It was no fault of the Visalia Ramblers as they have no control over the program. This is left up to the referee. Waves of complaints came at the rider meeting from several top riders, mainly concerning the running of the Amateurs and Experts together when there were more than enough riders to make a good, fast program. In the Expert category there were eighteen entries, including names like Gary Nixon, Neal Keen, Dick Mann, Joe Messaros the Ohio Ace, Phil Hawk, Sid Carlson, Sam Satterly, Ed Wirth and so on.

The Visalia Ramblers and the Fair officials are to be congratulated for the many improvements they worked so hard to make. Tulare is still the best track in the west for stylish sliding. Now if the up-north AMA officials would kindly get on the stick....

Photos by Walt Mahony

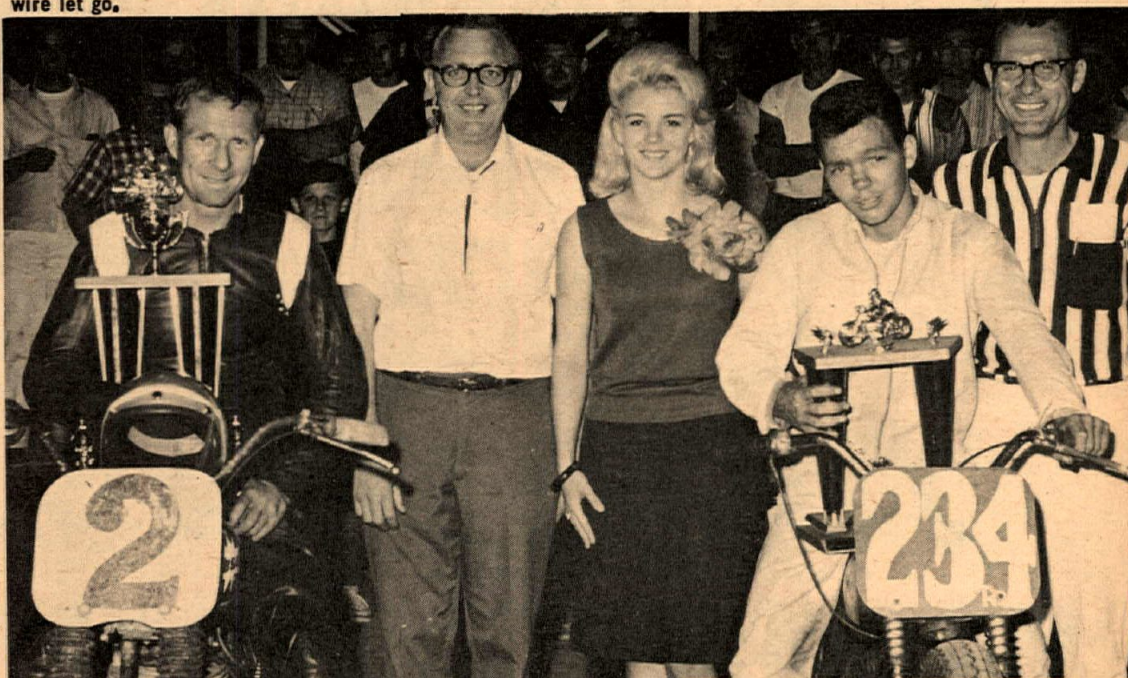
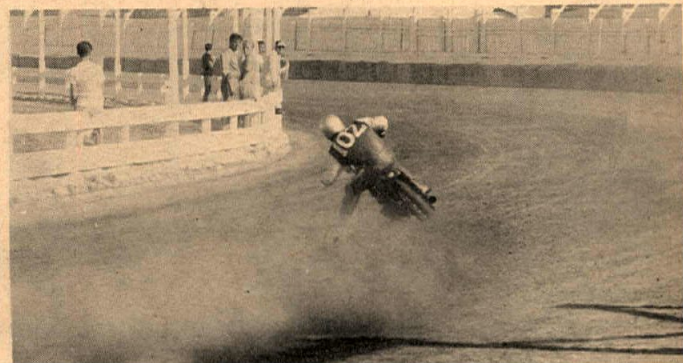


Hailing from Ohio, raised on Ohio cushion tracks, Joe Messaros gives a beautiful demonstration of how broadsliding is really done at Tulare. Engine trouble put him out of the main event.

Below: Cal Alexander went very fast on his Yamaha.



Bob Sholly went real fast until a coil wire let go.



Winner of the Expert-Amateur trophy dash Dick "Bugs" Mann on left and the winner of the Novice Dash Dan Kelly.

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The first annual three day Cycle Safety Show held in Las Vegas under the direction of Cycle City's Reg Sheldrick and the Las Vegas Police Dept. was a resounding success. Full story will appear in Cycle News next week.

**SIDEHACKS TO RACE IN
ENSENADA**

Ten sidehack teams have already entered the Ensenada Grand Prix this coming weekend in Baja California. The Sidehack Association of California wishes to invite all their far-flung members to bring their hacks to Ensenada Sunday, Oct. 9 and really make a show of it. The course is just about perfect for hack outfits, with wide turns and plenty of passing room.

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Chariots to Chargers

The traditional American style of oval racing may have been derived from the ancient Roman sport of chariot racing. The sport progressed very slowly in Europe, in fact it was looked down on by many early racers on the Continent who even in the Eighteenth century preferred to race on a course that provided an assortment of handicaps and challenges.

The imaginative and competitive Americans who pioneered the traditional oval racing in this country disliked this European concept. Realizing that an oval race course would let all the racers travel at about the same speed and that the true competition would be in the same speed and that the true competition would be in the drivers' hands, unlike the European style where car design and faster speed determine the champion, the forerunners of the oval fraternity designed a raceway similar at both ends so that a driver could use his ability to get around the turns as quickly as possible to overtake and pass his competitors in the straightaways.

Because of the close proximity of the race course to the spectators, oval racing is truly a spectator sport. In fact, oval track racing today draws more spectators than any other type of automotive competition event.

As the popularity increased so did the purses offered the racers, and the expenditures of the promoters also increased by providing better spectator accommodations and improvements to the race track, such as better pit areas and asphalt paving that included banked turns for faster lap times and higher speeds.

Will Tice, who recently owned San Gabriel Valley Drag Strip, has now built one of the finest oval racing facilities in the United States. As the name implies, the new raceway is located in the Southern California hot bed of automobile enthusiasm, the San Gabriel Valley.

Wanting to modernize the sport, Tice rejected old traditional ideas and built a raceway to the specifications of a super swift and imaginative layout. The familiar drab black and white checkers which adorn almost every square foot of painted areas at most race tracks have been eliminated in favor of pleasing pastels with planned contrasting landscaping. The track is surrounded by a concrete crash wall that is topped with a six-foot baked enamel steel fence that carries the pastel colors of blue and hawaiian surf and white in alternate twenty foot panels. The black asphalt, rich brown of the motorcycle course, and the green grass infield certainly qualify this raceway as one of the most beautiful and appealing facilities in the entire United States.

The success of this venture naturally depends on the quality of the perfor-

mance given to the spectator. Only Championship quality events are scheduled. This schedule will include only the finest machinery and men available in the entire country. Quality Championship racing was the reason for the unbelievable success and admiration of the San Gabriel Valley Drag Strip while it was in operation with Tice's direction before its untimely closing due to the progress of Southern California, which needed the land the track occupied for an expansion of the growing electrical producing plant that is now situated there. This quality will be stressed according to Tice.

Tice plans on using the same philosophy as he did at the drag strip. This is to provide excellent prize money that will entice the best drivers, riders and cars and bikes in each class, thereby providing the spectator with a show that could not possibly be duplicated, and to treat the participants with friendship and honesty. This philosophy paid off at the drag strip, as its prestige has yet to be attained by any other drag strip to this time. It is really quite simple: If the racer is more than satisfied he will naturally put on a better show for the spectator, who in turn will be extremely contented with his expenditure and continue to support San Gabriel Valley Raceway.

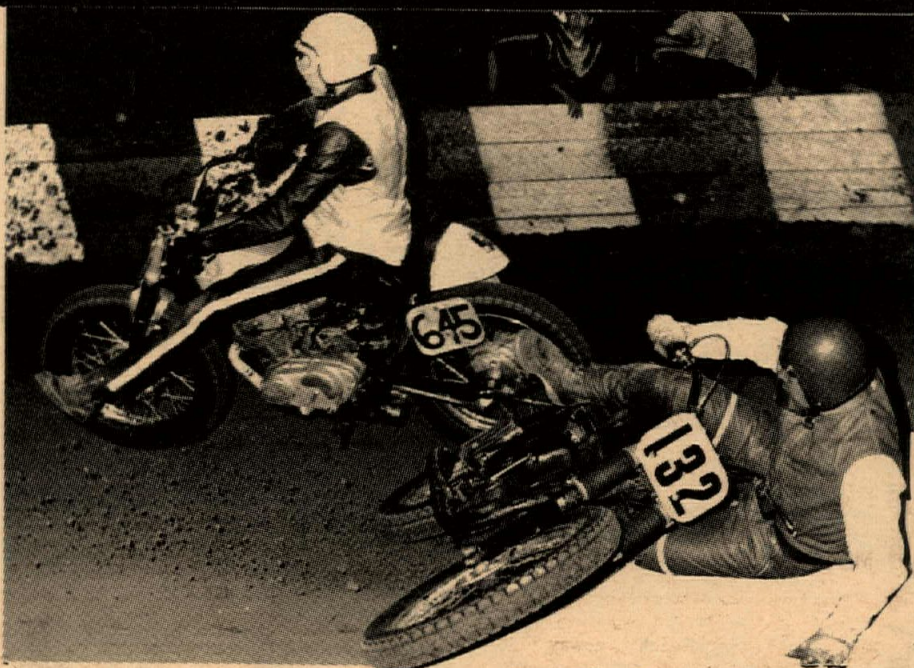
The asphalt surface at the San Gabriel facility is a measured one half mile with fourteen percent banks at each end. The "chutes" are seven hundred feet in length which combined with the fast banked turns provide for an ultimate raceway.

Motorcycle competition has long been a favorite sport for Southern California novices and professionals. With this in mind Tice planned a decomposed granite inner track to include a TT Steeplechase and a Flat Track.

The TT course employs two jumps on the front straight that vary in lift angle as the speed of the motorcycles increase. After rounding the first turn the bikes will be immediately faced with a reverse turn of two hundred and seventy degrees after which they will approach a similar situation at the far end before returning to the front straight. The TT track measures a minimum of thirty feet in width as it borders the inner edge of the massive fifty two foot asphalt automobile surface.

The San Gabriel Valley is proud of this new facility and hopes to fill a gap in the lives of the many thousands of Southern California residents who enjoy the pleasure of seeing Championship automobile and/or motorcycle racing. As time elapses improvements and additions will make this raceway's reputation and popularity that of which all citizens of California can be justly proud.

SHORT TRACK SCENE



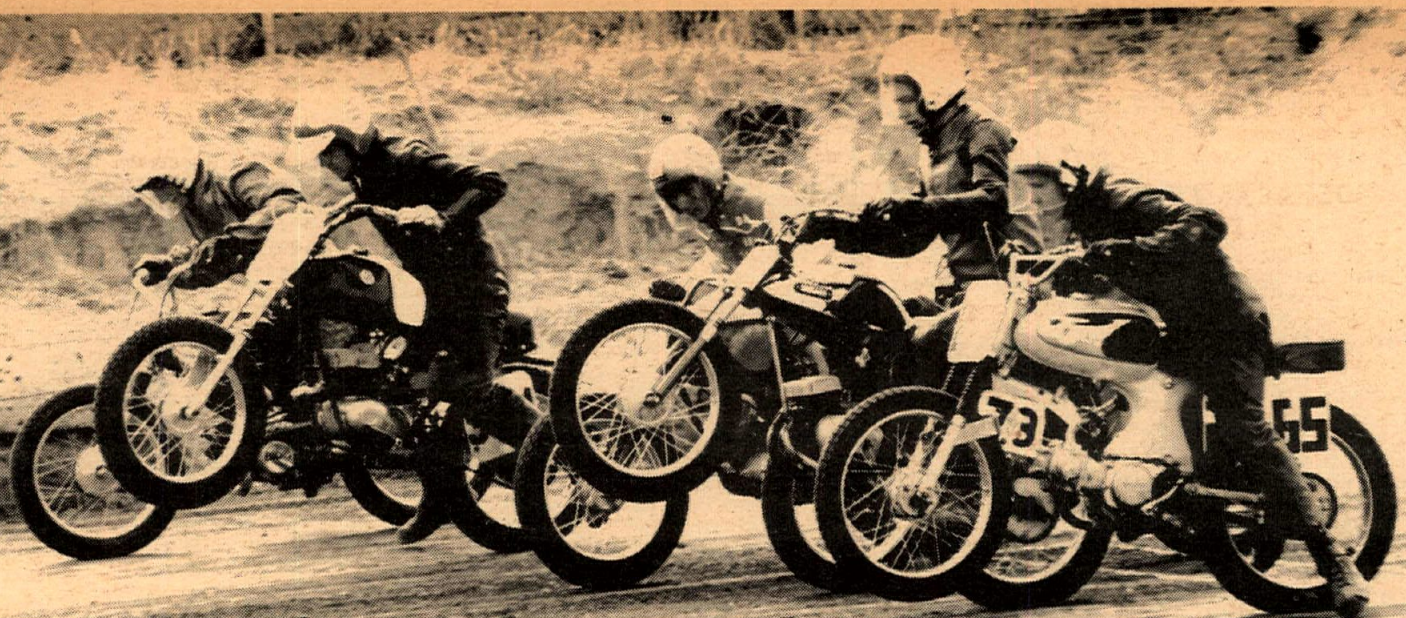
South Gate Raceway

in front easily with his powerful Honda, and is a very difficult man to catch in a three lap trophy dash. However, the tables were turned in the 250cc main when Lee Stumpenhaus was able to pass Ivan on the last lap and in the last turn going into the straightaway. With the fans in the grandstands on their feet and Lee's Greeves charging down the straightaway, it was a neck and neck finish, with Lee coming out ahead by approximately half a wheel. Third place went to Jerry Isaacson on a Bultaco.

Next week, besides the usual events, South Gate will feature JAP or 500cc rigid frame machine demonstrations. (Results on page 16)

The 100cc trophy dash and main event winner was last year's 50cc champion, Dave Smith, riding a Honda. Dave was mounted on Dan Kelly's machine which is excellently prepared and tuned, and had no trouble winning either of the events. Second place went to Gary Calkins. Pushing Gary was Marty Endless, also on a Honda. The 50cc main event went to top 50cc points rider for the 1966 season, Paul Wilde on a Yamaha. In hot pursuit and in second place was last year's champion, Dave Smith, on a Tohatsu.

The 250cc trophy dash went to Nbr. 2 man in the ACA national point standings, Ivan Oden on his Honda. Ivan has a tremendous jackrabbit start, gets out



Above: 100cc Main eventers orbit off to a roaring start.
Below: 250cc final sorted out the Champions of Orange County.



Photos by Dennis Greene

SHORT CIRCUIT CHAMPS

Below: and here they are, sports fans - Ivan (66) Oden, 250 Champ, Russ (89) Robinson, 100 Champ and Paul Wilde, top 50cc short tracker.



Orange County Action CHAMPIONSHIP EVENT 10/2/66

Sunday at Orange County saw the closing national points race for the ACA short trackers and also the finish of the season for the Orange County Speedway. The ACA will continue to hold flattrack and TT events at South Gate Raceway, but the Orange County short track will be closed until the 1967 season.

The 100cc trophy dash and main event went to this year's 100cc short track champion, Russ Robinson. Russ has done an outstanding job this year in short track racing and by these two wins proved without a doubt that he is the undisputed 100cc flattrack champion.

The 250cc trophy dash and main event went to Ivan Oden, a consistent winner at Orange County this season and a constant threat to the champion, Rick Woods. Rick was forced to sit on the sidelines for this championship event, due to an injury acquired several weeks ago at Orange County. The 50cc main event was won by Paul Wilde. Paul had been running in second place in point standings until one month ago when he passed last year's 50cc flattrack champion, Dave Smith and moved into the number one position, Paul has not been challenged.

We would like to thank Mr. Ronnie Jones, the track owner and manager, for the excellent way the track was prepared this year, and we look forward to an even better season in 1967 at Orange County Speedway.

(Results on page 16)

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ORANGE COUNTY SPEEDWAY
October 2, 1966

100TD	Russ Robinson	Yam
250TD	Ivan Oden	Hon
50 MAIN	Paul Wilde	Yam
	Bob Lindsay	Yam
	Jimmy Raymond	Hon
	Bill Potts	Yam
	Lynne Peck	Suz

100 MAIN	Russ Robinson	Yam
	Dan Kelly	Hon
	Paul Wilde	Yam
	Gary Calkins	Hon
	Dale Ketcham	Gil
	Claude Wussler	Hon

250 MAIN	Ivan Oden	Hon
	Lee Stumpenhous	Gre
	Sal Acosta	Bul
	Russ Robinson	Bul
	Chuck Saxton	Hon
	Mike Spitzer	H-D

TULARE 1/2-MILE
September 24, 1966

AM-EX MAIN EVENT	Gary Nixon	Tri
	Dick Mann	BSA
	Ted Davis	BSA
	Mike Van Ness	H-D
	Eddie Wirth	BSA
	Sam Satterley	BSA
	Lennie Waldo	H-D
	Swede Savage	BSA
	Earl Lout (Am.)	H-D
	Sid Carlson	BSA

AM-EX DASH	Dick Mann	Tri
	Gary Nixon	BSA
	Ted Davis	BSA
	Neal Keen	BSA

NOVICE MAIN EVENT	Marty MacDonald	H-D
	Denny Reed	R.E.
	Dan Kelly	Yam
	Cal Alexander	Yam

SOUTH GATE
September 29, 1966

100TD	Davis Smith	Hon
250TD	Ivan Oden	Hon

50 MAIN	Paul Wilde	Yam
	Dave Smith	Toh
	Randy Layne	Hon
	Bob Lindsay	Yam
	Bill Potts	Yam
	Bill O'Neal	Yam

100 MAIN	Dave Smith	Hon
	Gary Calkins	Hon
	Marty Endless	Hon
	Jim Peterson	M-B
	Paul Wilde	Yam
	Randy Layne	Yam

250 MAIN	Lee Stumpenhous	Gre
	Ivan Oden	Hon
	Jerry Isaacson	Bul
	Mike Dwyer	BSA
	Chuck Saxton	Hon
	Bill Ungles	Bil

WILLOW SPRINGS
Sunday, Sept. 25, 1966

50cc	Myron Tracy	Ital-Jet
	Jerry Senseman	Toh
	Jeff Pasternak	Yam
	James Damron	Oce
	Larry Pruett	Yam
	Richard Anselm	Yam
	Kenneth Lightouse	Yam
	Ken Gardner	Hon

125cc	Walt Fulton	Suz
	Bruce Shaw	Hon
	Chief Galbraith	Bul
	Steve McLaughlin	Hon

175cc	John Graber	Bul
	Dave Allee	Hon
	Barry Taylor	Duc

250cc	Buddy Parriott	Yam
	Ron Grant	Suz
	Steve Gibson	Yam
	Tony Murphy	Yam
	Ron Pierce	Yam
	Brian Shiers	Yam
	Tony Nicosia	Suz
	Ray McCarty	Yam
	Al Henriksen	Hon

OPEN	Wallace Shaw	H-D
	Hugh McLeand	H-D

350 500 OPEN GP	Ron Grant	Suz
	Art Baumann	Hon
	P.J. Bossarge	Hon
	Pete Willis	Duc
	Dennis Renfro	Bul

500cc	Buddy Parriott	Nor
	Tony Murphy	Nor

OPEN	Dick Hayes	H-D
	Ron Hagest	Nor
	J.D. Williams	Nor
	John McGillivray	Tri

LIGHTWEIGHT PROD	50cc	Sid Chambers	Ital-Jet
		Lawrence Singer	Ital-Jet
		Don Dierking	Mondial

100cc	Jeff Pasternak	Zun
	Bob Colborn	Yam
	Richard Newby	Yam
	Ron Littlefield	Ital Jet
125cc	Myron Tracy	Hon
	David Demron	Toh

175cc	Steve Pederson	Oss
	Barry Taylor	Mon
	Gary Snyder	Oss
	Frank Fulleylove	Hon
	John Hinshey	Hon
	Ray Frost	Mon

200cc	Al Spears	Bul
	Steve Galbraith	Bul

HEAVYWEIGHT	250cc	Tony Nicosia	Suz
		James Damron	Suz
		Pat Hynan	Suz
		Steve McLaughlin	Duc

350cc	Dave Allee	Hon
	John Clarke	Hon
	Bernard Brinkworth	Hon
	Dana Keniry	Hon
	James Chen	Hon

500	Vic Manuelli	Hon
	Ken Wilkinson	BSA
	Eric Alexander	Vel

RESULTS**PLAY BOYS FIELD MEET****Sunday, October 2, 1966****OBSTACLE COURSE****HEAVYWEIGHTS**

1. Wallace Howard

2. Robert Hunt

LIGHTWEIGHTS

1. Ross Good

2. Ed Schreck

BOARD JUMP**HEAVYWEIGHT**

1. Richard Marion

2. Gerry McKinney

LIGHTWEIGHT

1. Homer Wyatt

2. M.L. Disharoon

SLOW RACE**SOLO**

1. Russel Wassell

2. Michel Omara

PASSENGER

1. Priscilla Hommer

2. Harvey Ryun

WIENER BITE**SOLO**

1. Walt Dockstader

2. Charles Frietag

PASSENGER

1. Louise Doty

100cc EVENT

1. Russel Wassell

POTATOE SCRAMBLE

1. Elizabeth Hendricks

2. Gail Hunt

3. Shirley Paul

SWEEPSTAKES

Russell Wassell

HARD LUCK TROPHY

Wallace Howard

SPORTSMANSHIP

Debra Clark

SIDECAR

Burney Clark

STATE CHAMP - HARE & HOUND**BIG BIKES**

1. Larry Berquist BSA

2. Harry Pretton Tri

3. Deb Smith Hus

4. Dalton Holladay Tri

5. Tom Ruddy Vil

ACA**South Gate TT****Sept. 24, 1966**

100TD	Tom Sherman	Hon
-------	-------------	-----

250TD	Ray McCarty	Hus
-------	-------------	-----

100 MAIN	Tom Sherman	Hon
	George LaFortune	Hon
	Ron Hardesty	Gil
	Larry Maine	Hod
	Steve Rispin	Yam
	Chuck Saxton	Hon

250 MAIN	Ray McCarty	Hus
	Lee Stumpenhous	Gre
	Ted Yoder	Bul
	Paul Coberly	Whi
	Chuck Saxton	Hon
	Mike Tillman	Hon

ASCOT PARK**TT Results, Oct. 1, 1966****EXPERTS—Time: 12:02:74**

1. Mulder	Tri
2. Romero	Tri
3. Simmons	Nor
4. Baker	BSA
5. Bailey	Tri
6. Scott	Tri
7. Coppage	Tri
8. Palmer	Tri
9. Petton	Tri
10. Wirth	Tri

NOVICES—Time: 5:09:67 Record

1. G. Cannady	Bul
2. Joe Berry	Ben
3. J. Sprague	Bul
4. M. Lithicum	Hon
5. Carl Patrick	Bul
6. J. Crawford	Bul
7. J. Ashmore	Bul
8. G. Boyce	Bul
9. L. Larson	H-D
10. K. Sparkman	Bul

TROPHY DASH—Time: 1:37:18

1. Romero	Tri
2. Skip Van Leeuwen	Tri
3. Simmons	Nor
4. Palmer	Tri

AMATEURS—Time: 8:13:85

1. Thorwaldson	Tri
2. J. Knole	Tri
3. Berry	Tri
4. Langruth	Tri
5. Kruseman	Tri
6. Bailey	Tri
7. Shirley	Tri
8. Heinselman	Tri
9. Keeter	Tri
10. Glidden	Tri

LION DRAGS RESULTS
October 2, 1966

A-STREET: Dwayne Snyder	Har	12.49—109.75
B-STREET: Cliff Louitt	Har	14.32— 91.00
C-STREET: Grant Hannah	Tri	12.67—104.04
F-STREET: Kurt Leonard	Hon	15.31— 83.78
G-STREET: Johnny Sheuby	—	15.62— 82.72
H-STREET: Stan Smith	Hon	17.05— 74.56

A-GAS: Burt Proctor	Har	12.21—102.38
B-GAS: —	—	—
C-GAS: Al Brown	Tri	— 102.38
E-GAS: Akerman & Adolf	Hon	13.67— 93.16
F-GAS: Bob Braverman	Yam	12.92—102.66
H-GAS: Ed Arnold	—	22.20— 60.48

A-FUEL: Perry & Scotty	Tri	10.30—126.00
B-FUEL: M. Disharoon	Har	11.02—125.00

IRWINDALE DRAGS RESULTS
October 1, 1966

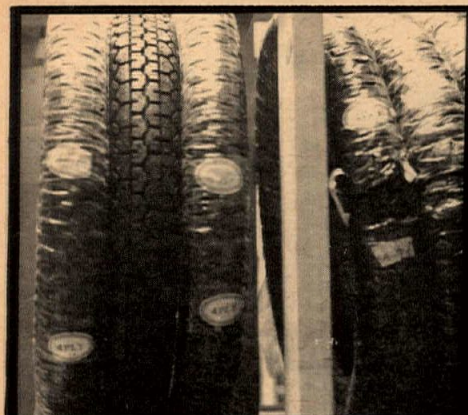
TOP FUEL	1. Murray & Cook	Tri	156.79—10.00
	2. Bob Michael	Har	131.00—11.18

TOP GAS	1. Smith & Butterworth	Har	117.03—11.93
---------	------------------------	-----	--------------

TOP STREET	1. Vince Rowles	Suz	91.83—13.91
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CLASS WINNER	A-GAS: Smith & Butterworth	—	—
	B-GAS: Leonard Sceacco	—	100.78—13.28
	C-GAS: Lin Jasmin	Tri	96.15—13.70

AA-STREET: Lance Haserot	H-D	100.00—13.62
B-STREET: Mark Marchas	Tri	90.09—14.59
C-STREET: Bob Dunn	Hon	92.97—13.90
D-STREET: Al Gonzenbach	Hon	84.11—15.46
E-STREET: Vince Rowles	Suz	90.09—14.13

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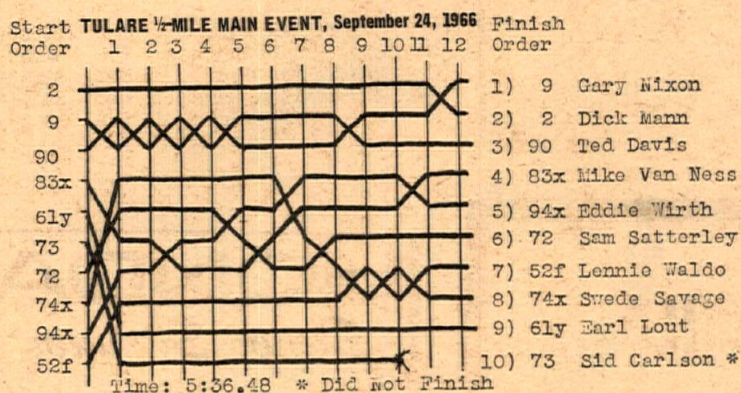
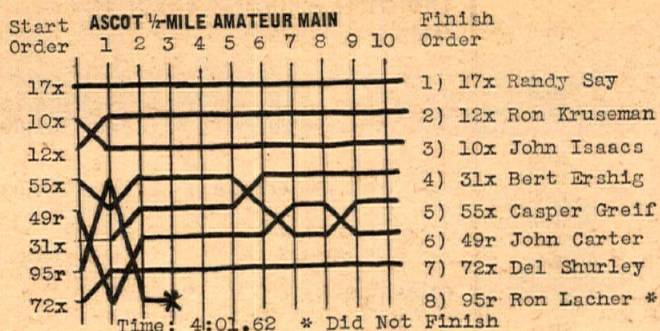
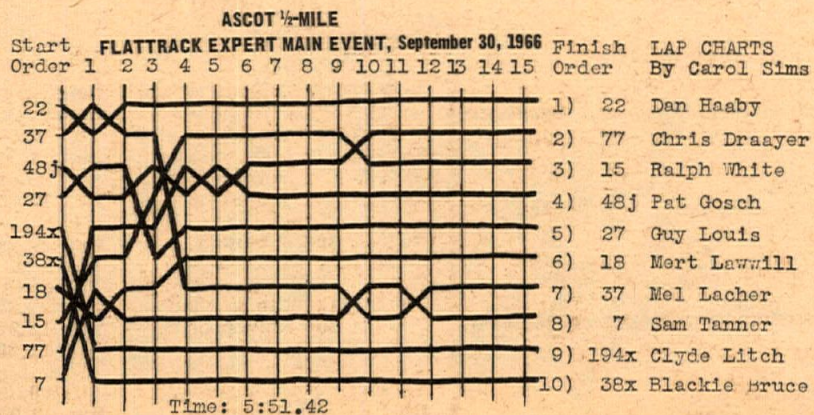
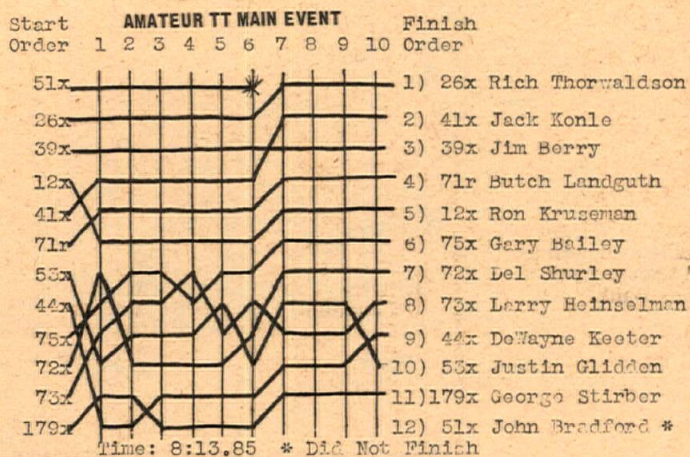
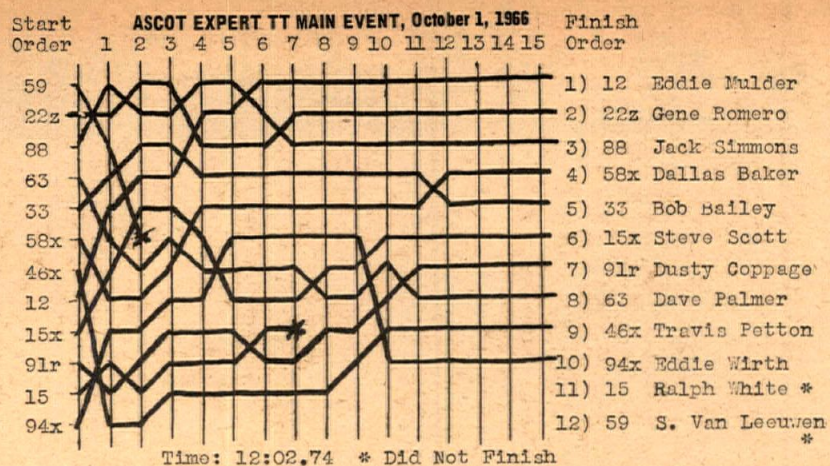
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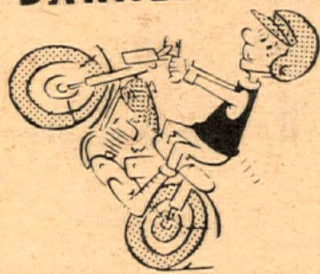
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ROMERO & DRAAYER SQUARE OFF AT ASCOT

The two brightest first-year motorcycle riders in the nation—Gene Romero of San Luis Obispo and Chris Draayer of Salt Lake City—will be strong contenders in next Friday evening's (Oct. 7) cycle meet at Ascot Park.

First race goes at 8:15, with gates opening at 7.

Romero has been a smash hit at the 183rd and Vermont Avenue track, winning main events in both the flat-track competition and also in the steeplechasing. He ranks among the leaders in National standings.

So does Draayer, the young man from Salt Lake. Draayer has raced at Ascot only sparingly, so hasn't compiled the local record that Romero has. But, he, too, has been a main event victor this season.

Of course, the veterans figure to be plenty tough for the newcomers. Such riders as Sammy Tanner, Ralph White, Elliott Schultz and Dick Hammer would be numbered in this group. Tanner is the season points leader as the race heads to the wire.

JOHNSON MEMORIAL RUN RESCHEDULED

"The road run that everybody rides," as the Wm. Johnson Memorial Run has been called, has been postponed until sometime next April, it was announced by Johnson Motors, Inc., sponsors of the run.

The run which features "the nicest people" on every brand of motorcycle, will be rescheduled to kick off the spring touring season.

ROY PELOW FUND OFF

We have just received word that Mr. Peelow, the traveling member of the Triumph works team for whom we announced a fund last week to pay his air fare back to England so he could stay and compete in the coming DirtDiggers Grand Prix, has sprained his thumb and will be unable to race after all. As a result, we are asking readers to stop sending in money for the Peelow fund. The \$17 that has already been collected has been returned, and to those who sent in their dollars for Roy Peelow, we thank you for your generosity.

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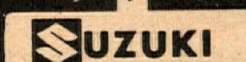
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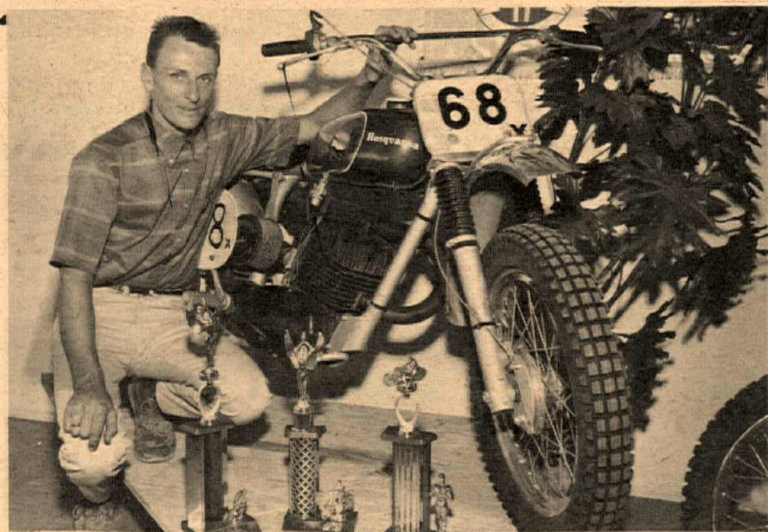


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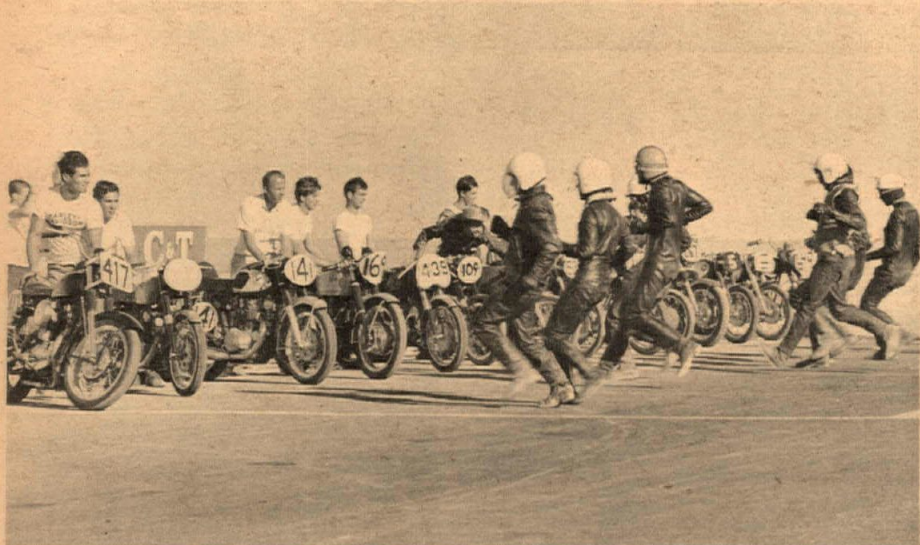
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WILLOW WAKES E'M UP

Photos by Bob Krips



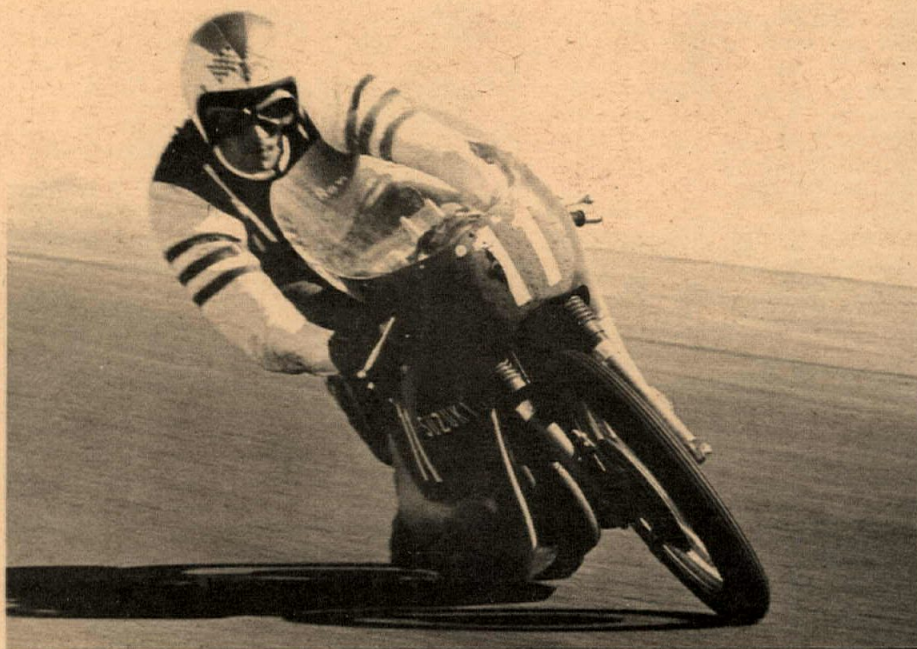
In one of the most popular events, production racers (top) run for their mounts, start 'em (middle) and get under way, although not always without assistance (below).



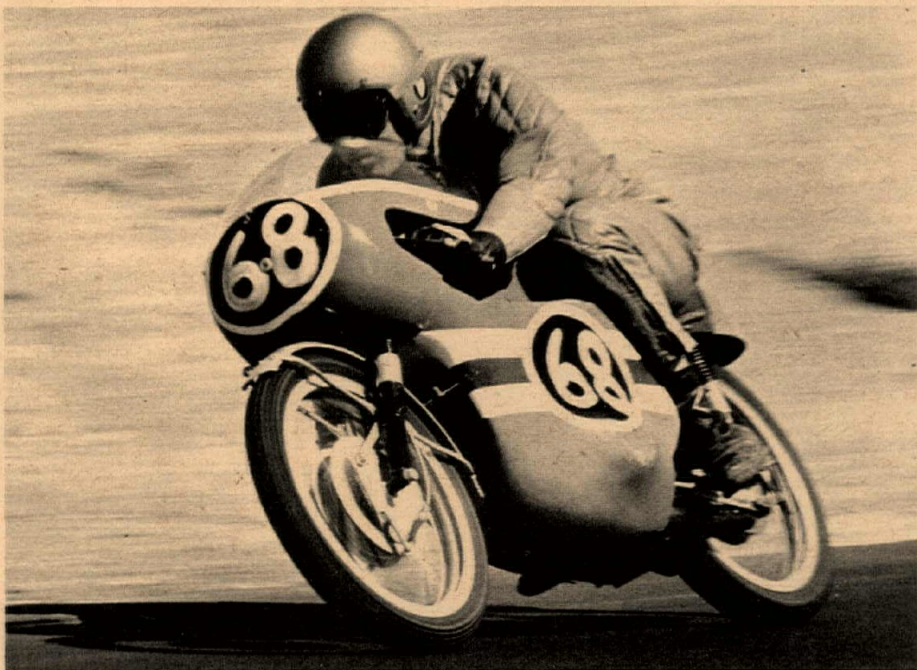
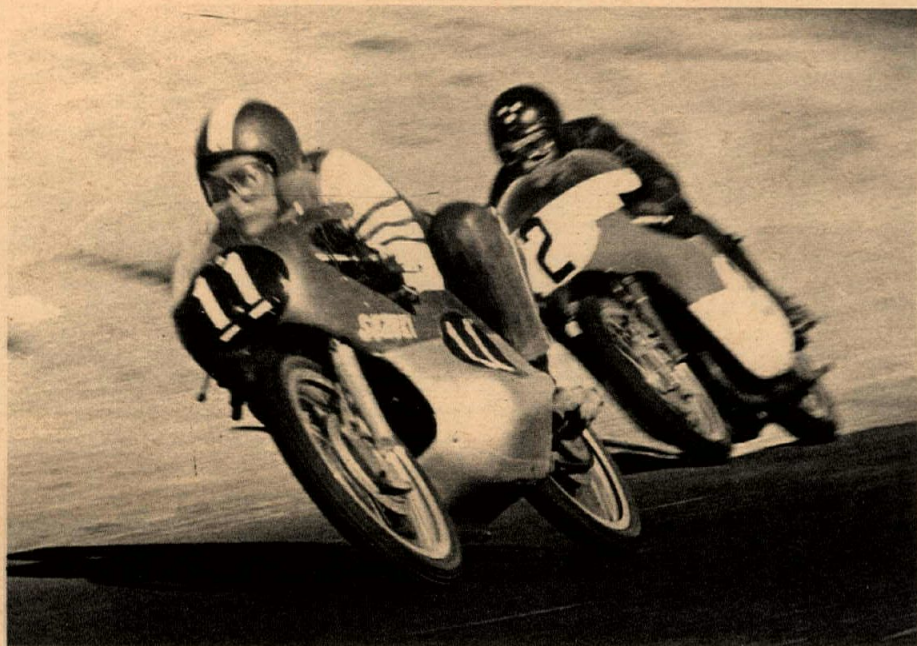
Although rider turnout was sparse, promoter Wes Cooley claims this was the first road race of his that has netted a profit after expenses. Action like Dick Hayes (H-D)



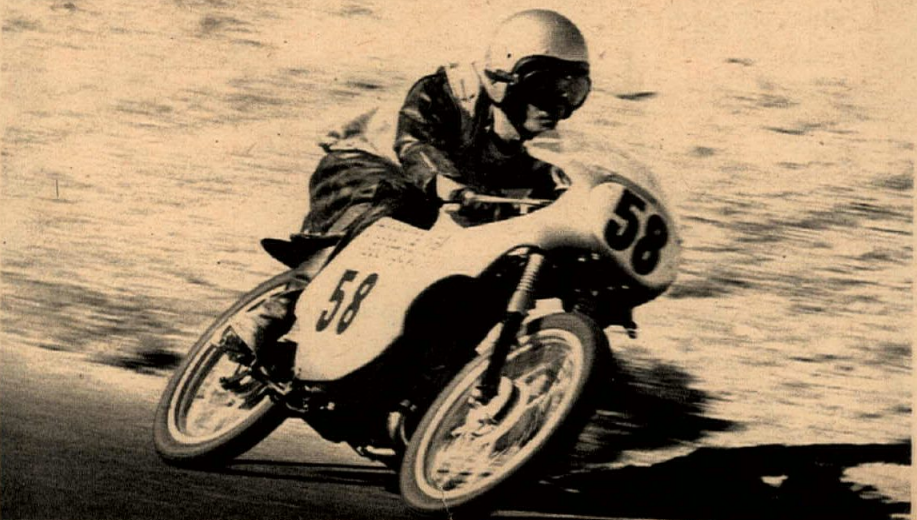
leading Buddy Parriott (Norton) and J. McGilivray (Trlton) in bottom picture brought the fans out.



Above: Ron Grant on the Hyper-Hustler, Below young Walt Fulton dueling with Parriott, first in the 175 and 250 Grand Prix respectively.



Number 68 is Chief Galbraith, consistent front-runner on a furious Bultaco, and 58 is hard riding 100cc GP winner Jeff Pasternak (Yamaha).



ACA NATIONAL POINTS RACES

SUNDAY, SEPTEMBER 25, 1966

By John Bardwell

September 25th was Buddy Parriott day at Willow Springs as the veteran road racer scored a double win, taking both the 250 and 500cc races back to back. Parriott had to battle for both victories, however, and against the same opponent, Ron Grant.

When the green flag went down for the 8 lap 250 main event, Grant left the other 15 riders behind in a cloud of dust, and had his Suzuki halfway around before most were out of earshot. Walt Fulton, who had snuck in on a 175cc Suzuki, was in pursuit with Parriott close behind. Fulton kept a small margin over Parriott's Yamaha, squeezing every available ounce of power from the 175cc plant. However, neither rider seemed to be gaining on Grant until the 4th lap when Parriott turned it on, passing the determined but under-powered Fulton on the front straightaway. By the next circuit, Parriott had closed the gap on Grant and the two riders went wheel to wheel for the next two miles. With both machines wide open on the straight, Parriott squeaked by. Grant's lap time on the next go 'round was a little off his previous pace, and to remedy the situation Ron tore off the right side of his fairing at over 100 mph, tossing it into the infield.

Fulton remained in a distant third, followed by Tom Murphy who just couldn't get with the pace although he had nipped Grant in the preceding heat race on the same machine.

On the last lap everybody turned their throttles wide open in a frantic dash for better positions. Grant had gained a little speed from his quick customizing job but was 5 seconds too late as Parriott passed the checkered flag. Fulton retained third place, still winding full revs from the 175. Steve Gibson, who spent most of the race in 6th place, rushed into 4th ahead of the faltering Murphy.

In the next and final race of the day (350, 500 and Open) Grant was out for the win, and was again the first man into turn one despite his lack of cubic inches on the 250 Suzuki. Art Baumann, Honda 350, was close behind Grant, pushing hard for the first 3 laps. But again it was Parriott moving up quickly on his powerful Norton, passing J.D. Williams and Baumann on the same lap. On the next lap Parriott passed Grant and began building up a lead which lasted out the 10 lap event. The real show of the race was between Williams' big Norton and Fulton's Suzuki. It looked like a David and Goliath affair with nearly everybody pulling for the little machine. But the Norton's power told the story, leaving Fulton in 4th.

The 50 and 100cc field was an open contest with the obvious absence of Haruo Koshino and the amazing Suzuki 50. Ken Gardner was first off the line with his Yamaha 100, but Jeff Pasternak took over on the first turn on a similar machine and stayed in front for the full 6 laps. Pasternak showed fine style in building up an untouchable lead. Gardner continued in second place until the 5th lap when he unloaded on the hill at turn 5. Second was inherited by James Damron riding something called an Ocelot and Larry Pruett was right on his tail for third with a Yamaha.

The 125-175cc main event was the Walt Fulton show all the way as the Suzuki 125 made itself scarce from the first lap. Walt completely torqued under the seven man field, lapping the two last placed machines by the end of the 8 circuits. Jon Graber held second place throughout the race with a Bultaco 175 but couldn't come close to Fulton. Steve McLaughlin, who might have given some competition, was out with mechanical ills on the second lap.

COOLIES COLUMN

For the sake of clarity, at the Dirt-diggers' Hopetown (Corriganville) Moto Cross, the 250cc international and the 500cc international events will be the only two professional events at the two-day meet. In order to run these two professional events, you must have an international license. You may obtain this license from any MICUS affiliate club, such as the A.C.A., Box 247, Fullerton, Calif. We would appreciate it if riders would spread the word concerning these two professional events. If there is any misunderstanding, please call us as we would be more than happy to straighten out the confusion that seems to exist concerning the 250cc and 500cc international events.

USGP Nov. 6

The 3rd Annual USGP will be held at Willow Springs on November 6th. All competition riders from various associations are eligible to participate in this event. Entries will be mailed out this week to all A.C.A. competition riders. Members of other associations who would like to obtain entry forms may do so by writing the ACA office or phoning (area 714) 847-7629. Pre-entries are \$10.00 and close October 31st. Post entries are \$25.00. This will be the last ACA national points road race for the 1966 season, and in most of the classes, the championships will be decided at this event in both G.P. and production classes. All GP classes will be professional events and there will be trophies for the production classes. FIM rules will be strictly adhered to and there will be no move-ups in class. All

machines must perform on an inch-for-inch displacement basis within the FIM rule structure, including the 100cc, 175cc and open classes.

SHORT TRACK AT VENTURA

The ACA will again run Ventura Fairgrounds short track event on Sunday, October 16th. Pits will open at 10:00 a.m., with practice starting at 12:00 and first event getting under way at 1:00 p.m. The short track is located at the Fairgrounds in the city of Ventura. The track can be easily found by taking the California cut-off on the Ventura freeway and then following the signs to the fairgrounds. For those who are interested, it is approximately an hour drive from the Los Angeles City Hall.

GARY GOES INTERNATIONAL

It is interesting to note that Gary Nixon, number two in the AMA national point standings, will probably be participating in Japan in several international road races some time later this year. It must irk the AMA to no end that Gary will be required to join one of the MICUS affiliate clubs and apply through one of these organizations for an international license, or for that matter, any rider in the AMA who wishes to race in European events is required to go through a MICUS affiliate club for an international license. I, too, think that Gary will probably do a fine job in representing the United States in international competition. Maybe if a few of the top AMA boys do get a little exposure to international racing and the type of rules and manner in which the events are run in other parts of the world, the AMA won't seem to be the last word in motorcycling.

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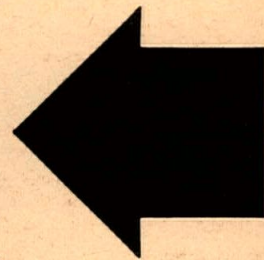
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DUSTERS DESERT SISSY RUN Not for Sissies

By Bill Pettigrew

Dusters M.C. hosted their last Hare Scrambles of the year in the high desert country near Lancaster, California. This annual "Sissy Run" sported clear warm weather for the enjoyment of the smog-choked south-landers. Two-hundred and forty riders strained for sight of the smoke bomb located five-miles out. As soon as the first race of smoke became visible the deafening roar of over two hundred bikes broke the desert silence.

Below: Overall winner Larry Bergquist powers the short way around a fellow desert hound, feet up all the way.



Larry Bergquist and his BSA mount charged off across the sage with Triumph mounted Lon Peterson in hot pursuit. Larry managed to outpace a fast and furious John Cootes to take first in the Expert-Open event. John, astride his faithful Greeves, pulled the rest of the field to take a well earned second overall, and a first in his class. Lon Peterson had fallen a ways back but copped a good ridden third in the Expert-Open.

Number 13...Unlucky or Lucky?

Hodaka mounted Jack Morgan set a fast pace for the 100cc class as he again tore off a first place. Jack informed this reporter that he pulled third gear most of the race. This was not to his liking as it was a fourth gear course. The villain was a small rag wrapped around his leaky gas line that had managed to jam the gear-shift lever. Jack was passed by a majority of the better 100cc riders in the stretches but managed to pull them in the twisty sections.

Action in the 250cc class viewed John Cootes taking an easy win ahead of second place Neil Fergus. Bultaco-mounted Neil and CZ rider Bill Harry copped second and third in that order.

Bill Hammer and his trusty Triumph hacked out a first in the 500cc class. Another Triumph man, Dick Gilman, took second place laurels. BSA dealer Bob Ewing fended off Wes McAllister's Triumph to take third place and first 500 Expert.

The Dusters are to be congratulated on a very well organized meet. All of the spectator area was fenced off because of a check near the pits. The fast desert course lay atop a small mountain looking down into a desert valley below. The day was topped off by a complete change in weather as it started to rain about 6:00 p.m. that night. All in all it was a good day of racing for riders and enthusiasts alike.

AMA Secretary Bill Berry viewed the event in company with Dist. 37 President Jean Carter.

(Results on page 20)

Below: Reed Price charges along in pursuit of the leader.



(Photos by Bill Pettigrew)

PLAY TIME AT SOUTH GATE

South Gate Raceway TT - 9/24/66

Saturday night, September 24th, saw the first night TT at South Gate for small bore machines. The course seems to be more than challenging and gives the riders a great many tight turns and twists, taxing their ability as well as the machines.

The outstanding honors of the night were shared by Ray McCarty on a 250cc Husqvarna and Tom Sherman in the 100cc class on a Honda. Sherman captured both the 100cc trophy dash and the 100cc main event.

In the 100cc main, Sherman broke away at the start with 14 bikes in hot pursuit, and throughout the entire event, continued to pull away from the rest of the pack. Running in second spot was George La Fortune on a Hodaka, then Ron Hardesty on a Gilera. In fourth spot and moving up all the way from 7th place was Larry Maine, also on a Hodaka. In fifth place was Steve Rispin on a Yamaha, and in sixth place, all the way up from last spot on a new 90cc Honda, was Chuck Saxton.

The 250cc main event saw fourteen 250cc riders on the line. Ray McCarty on his Husqvarna broke into the first corner and pulled away. After Ray, roared a group of about ten riders charging through turns 1 and 2. After the first lap,

McCarty still held number one position, with Mike Tillman running second, Paul Coberly running third, Ted Yoder in fourth and Lee Stumpenhous in fifth spot. In lap 8, Tillman had trouble coming out of turn 2, allowing Yoder, Coberly and Stumpenhous to get past him. In the last lap, Lee Stumpenhous passed both Yoder and Coberly and went charging in after McCarty in turn 2.

Coming out, Lee stalled the engine on the big Greeves and McCarty pulled away. By that time Ray and Lee had built up quite a lead over the third place man, Ted Yoder, and Lee was able to get his engine started and get away before Ted could pass. Mike Tillman had trouble again coming out of turn 7 in the straightaway, went a little wide, allowing Chuck Saxton to pull into fifth spot, moving Mike back to sixth. So, at the end of the 12 lap main event, McCarty finished first, Stumpenhous second, Yoder third, Coberly fourth, Saxton fifth and Tillman sixth.

The event proved to be quite a success and plans are under way to continue some short track TT events later on this year. There is a possibility of switching to weekend afternoons because of the cold nights this time of the year.

(Results on page 21)

Photomontage of South Gate short track TT action at right shows some of the fun the fans were treated to in the recent running of this exciting new form of racing. Story above tells of the third ACA-sanctioned short TT, which was held at night.



Photo by Dennis Greene



STREET - TRACK - HILLS - DESERT

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Aside from the free stuff, Cycle News want ads get results so if you want to sell some of those parts that are cluttering up the back of your garage, some used furniture you no longer need or find a buyer for that used motorcycle you want to get rid of (dealer note) write it up, send it in, and Cycle News want ads will do the rest.

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Say "Hi" to Hank and Solo Suzuki at the DESERT CYCLE CENTER, 1600 W. Main St., Barstow. The friendliest shop and only Cycle News dealer in Barstow. If your name was in the last issue get a free copy from us. Mon. thru Sat. 9 a.m. — 6 p.m. Tel. 256-2489.

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PUT YOUR BUSINESS ON THE MAP

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65 CYCLE BUSINESSMEN CAN'T BE WRONG (They use the CN Dealer Services Directory. Why don't you?)

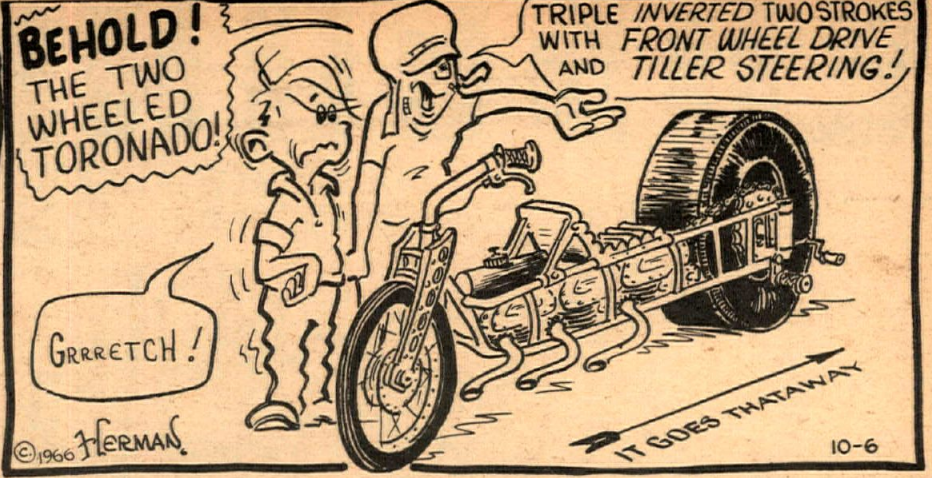
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WASHINGTON

PUT YOUR BUSINESS ON THE MAP

Take your business where it is appreciated ---- Patronize these shops



THE FINISH LINE

By ROXY ROCKWOOD

The action was back in the TT's last Sunday night at Ascot where one of the best race and jump shows of the season took place. All three classes are now showing the balance that usually is found only in the half-mile events.

Early lap action by the Experts and late lap action rounds by the Novice riders made it one of the best shows at the Gardena track.

Now all the riders will try their skills on a brand new TT track this Saturday night at the new San Gabriel Raceway in Irwindale. New tracks have a habit of producing new winners and new potential winners.

No rider has ever been on the track and will not be until the actual race night. It has been designed to out-do Ascot for speed and offers two jumps instead of only one "try at the moon."

Ascot's bread and butter event has always been the half-mile oval races and will continue to stay that way. Many followers of scrambles and TT events have long called for more TT's and the new track may give them what they want.

The old De Anza TT track in Riverside, when it was running, gave the twist and turn fans two

TT's a month a few years back but San Gabriel may offer weekly TT events for the next season.

San Gabriel will run night TT's the next two Saturday nights in a row as a test of track and fan response. If both are successful then the area will have that long-needed second track to really make it worthwhile for a sporting rider to turn professional, perhaps full time.

Showman Mulder

It appears that the TT boys are trying to steal some of the color and thunder away from the half milers. Last Saturday night at Ascot, a new innovation was brought in by the winner, Eddie Mulder.

Eddie was the first to use the "Wheelie" as a victory pattern but last week topped even that one. He built up a big lead and then stopped and picked up Skip Van Leeuwen on the last half lap and brought him along with him as he crossed the line!

Stop and think what the next winner may try to top this one. We may end up seeing entire pit crews on one cycle or maybe even all the wives and relatives of the winner jumping on the front machine for the last lap.

It reminds one of a few years back when college kids were trying to out-do each other for how many they could cram into a phone booth or how many they could get into a VW.

At any rate, if you missed it you may not get a chance to see it again as the AMA took a dim view of this

type of horseplay and fined Mulder and Van Leeuwen \$50.00 EACH for their few seconds of horseplay that can or cannot be termed as professionalism.

Close Racing as Season Closes

Only six more half-miles to go at Ascot with each week now starting to top the other for close racing and good action. Last week again saw Sammy Tanner have another bad night and one wonders when it is going to stop.

He has just barely made the final the last two weeks and appears to be having that now familiar let-down that has followed many of the front-runners after the eight mile national.

The riders know the end is getting close and every notch on the point ladder means more money at the end of the season. The new point fund is the best thing that has happened in these parts in a long time. You have to be in the top ten at the end of the season to share in the pot that could carry many riders through the long long winter until next April when the 1967 season begins.

Trout Fry This Weekend

A worthy one for road riders this coming weekend is the Wilbur Ceder Memorial run by Skip Fordyce at the Whitewater Trout Farm.

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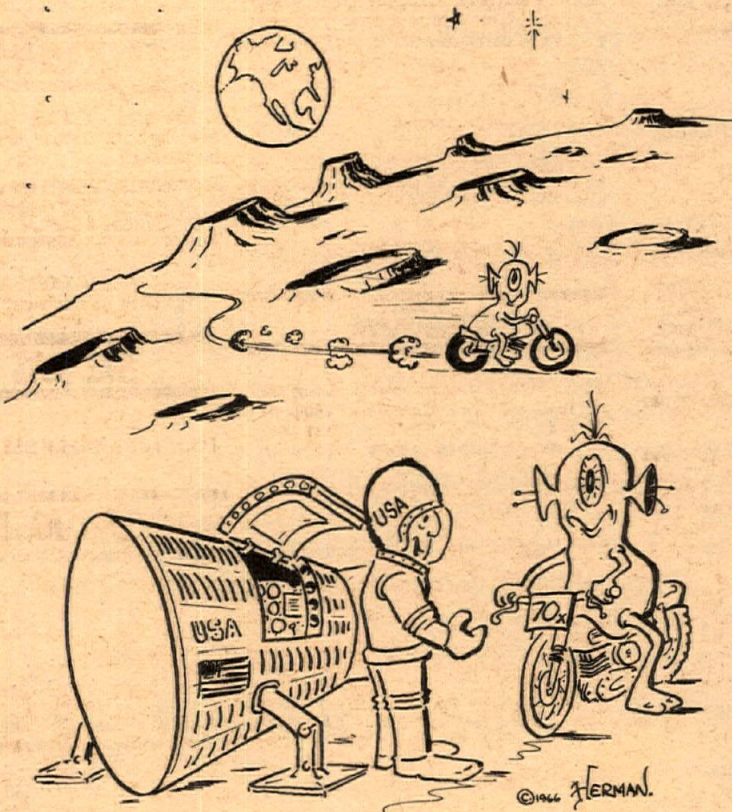
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FINISH the FUNNY CONTEST



FOURTH "FINISH THE FUNNY" CONTEST

How's your sense of humor? How does this "man on Mars" cartoon grab you? Does it turn you on? Can you think of a good outer-space gag-line to add to the reader's amusement? If you supply the best gag, you get a big, fat five-dollar bill and Herman's original cartoon with your winning gag-line on it, just as it's published in Cycle News.

Deadline for your entries (you can send as many as you like) will be Sunday, October 16, 1966. Write your gag on a card or letter with your name and address and mail it to "Finish the Funny" Contest, Box 498, Long Beach, California. Go on, yuk it up!

LONG BEACH HONDA



STILL

UP IN THE AIR

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INVITES YOU TO THE FIRST ANNUAL

Gran Prix

INTERNATIONAL TT SCRAMBLES

AND POKER RUN

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TROPHIES, PINS, PARADE, CONTESTS,
put on by the Staff of Cycle News, and Ace of Clubs M.C.FIVE CARD
POKER RUN!!!
OCTOBER 8TH !!START... AT TIJUANA... JUST AS
CARD #1 YOU CROSS THE BORDER!Send name, address and \$2 to Cycle News
G.P. Tour, Box 498, Long Beach, Calif. be-
fore October 1st. We'll enter you and send
you full information by return mail.
Post entries at \$3 each can be accommodated
at the International Border (Tijuana).PICKUP
CARD #2Mam, this a poker run what am! You get to
see your cards. Draw your next Bicycle out
of the native jar. Will it be an ace? Have you
got a straight, or a flush going? Or is your
hand the worst? Get glad, you may still win
a prize? Each card is recorded as you draw.
Gotta keep 'em Honest!

PICK UP CARD #3

Aren't you glad you sent in your pre-entry and
got all that information about reservations,
insurance, etc? Yours is but to enjoy the
ride... and don't goggle at the scenery so
much that you miss that next check.

PICK UP CARD #4

Now you've only got 15 miles to go and you'll discover
the beautiful city of Ensenada. Groovy scenery, huh?
You say you can't take your eyes off the road to look?
It's smart to ride careful in these parts. You may notice
we are patrolling the road for emergencies. This isn't
higer California, the curves are rather unforgiving.
It's not chicken to ride slow. In fact we recommend
it here.

PICK UP CARD #5

Well, you made it. You finished the first
annual Grand Prix Tour. Now compare
your poker hand with others and see if
you can guess who wins the pot of
Spanish Gold. You'll find out for sure
tomorrow at the trophy presentation.
Now to clean up for the beauty judging,
and after that some dancing, dinner. For
Manana see column at right...

RACERS!

2 FULL DAYS OF FIESTA!

14 races in all! Beechin' Catalina-style course with cool ocean
breezes, no dust, some pavement. Traction optional, universal knob-
bies recommended.

SAT. OCT. 8

- | | |
|------------------------|------------------|
| 0-100cc | Combined |
| #2 175cc | Novice |
| #3 175cc | Amateur & Expert |
| #4 250cc | Novice |
| #5 250cc | Amateur & Expert |
| #6 350cc | Novice |
| #7 350cc | Amateur & Expert |
| #8 Powder Puff 0-100cc | |

SUNDAY OCT. 9

- | | |
|---|------------------|
| Sidehacks | |
| #1 500-649 | Novice |
| #2 500-649 | Amateur & Expert |
| #3 650-Open | Novice |
| #4 650-Open | Amateur & Expert |
| #5 Sweepstakes (3 Laps) | |
| (Matches 1st & 2nd place from all events) | |

ATT'N. MULDER, RAYBORN, VAN LEEUWEN, ODEN ET AL...Last
year's rules will apply at this event. YOU MAY RIDE IT. AMA rules
permit any rider to compete under rules of whatever foreign country
he is in. We're a foreign country, dig? We offer a horsepower course
where rider ability counts to win. Next year... Appearance money?
T-SHIRTS* PINS* DISTINCTIVE TROPHIES* EVERYBODY RIDES
(Perpetual trophy donated in memory of Clemmie Jackson)Don't miss this! it's going to be a classic.
Post entries \$5.

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